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THE SHAMEEN OUTRAGE.

Full Story of Attempted Assassination.

CORRECTED LIST OF KILLED AND INJURED.

[By "Telegraph" Special Correspondent.]

The full story of the attempted assassination of His Excellency M. Merlin, the Governor-General of Indo-China, whilst he was being banqueted by the French community on the Shamoen on Thursday night, and which resulted in the death of four French residents and the serious injuring of many others, is told to-day, in a lengthy despatch we have received from a special correspondent on the Shamoen.

This communication, which was written late yesterday afternoon, gives a corrected list of the killed and injured and tells, in graphic manner, of the terrible happening. Our correspondent's story is:

The French Governor-General of Indo-China, His Excellency M. Merlin, and party arrived in Canton on Thursday afternoon, when a reception was held at the French Consulate, by the Acting French Consul General, Dr. Casabianca. This reception took place at five o'clock and was attended by all the foreign diplomats and prominent Chinese officials, as well as by a number of French residents. The catering for this function was done by the Victoria Hotel and everything passed off satisfactorily, with nothing to excite suspicion.

The dinner, given by the Shamoen French community in honour of the distinguished visitor, was arranged to begin at 8.30 p.m., those present being the Governor-General and his party, French residents and also officers of the French gunboat *Croanne*. There were about fifty present in all, and no special guards or patrols were arranged. Only Shamoen police were on duty outside the hotel as usual.

Soup had been served almost around the whole table, when a man, either a Chinese or an Annamite, was seen to throw an attaché case through one of the open windows, this landing on the end of the table. One of the guests immediately jumped over the table and through the window after the man, but as the fugitive ran away he fired shots at his pursuer and was soon lost sight of. French and Chinese police, attracted by the shots and also by the noise of the terrific explosion which had then taken place at the Hotel, took up the chase of the man and ran him to the French Bund where he was seen to jump over the side into the water. So far as the perpetrator of the outrage is concerned, this appears to have been the last seen of him, though a search among the sampans and junks at this spot was later carried out.

A TERRIBLE SCENE.

Back in the Hotel a terrible scene had been enacted. So soon as the bag had landed on the table, some of those present suspected its contents. There were hurried shouts of "Down! down!" and those who had sufficient presence of mind dodged under tables. It is estimated that about seven seconds elapsed between the time the bag was thrown and the explosion of the bomb, a terrific detonation taking place. All the diners at that end of the table, with the exception of M. Leynaud, who was the guest to jump up and chase the man, being either killed or wounded.

So suddenly had the whole thing happened, and so blinding was the force of the explosion, that all were momentarily stupefied, and something like a minute or two seemed to elapse before the horror of the situation was realised.

Madame Demaretz must have been killed instantaneously. One of the table knives had been driven into her head, whilst there were terrible open wounds on her chest.

Mons. Demaretz, her husband, had received no less a fate with wounds in the neck, skull, and body. In his case also, some of the table cutlery had contributed to the injuries received. Death must have been instantaneous.

M. Rougeau was also killed instantly, receiving wounds on the head. M. Pollotier suffered terrible injuries, but was conscious until he reached hospital, to which he was subsequently taken. Hardly a part of his body was not touched, and he died at two o'clock in the morning, after suffering terrible agonies.

M. Gerin, regarding whom it has been already reported that he has died, is still alive. He was rendered unconscious immediately after the explosion, but regained consciousness for a few minutes after being dressed. He later relapsed and at the time of writing (4.30 p.m.) lies in an unconscious state in hospital. There is little hope of his recovery.

Dr. Casabianca had his right elbow shattered and a very serious wound in the back, from which the fuses of the bomb have been taken. His condition is extremely serious and causing much anxiety. Mme. Rollin was injured in the arm and will need to be under treatment for some time. Two French naval officers from the gunboat *Croanne* were also badly injured, and they are now inmates of the French Hospital.

M. Baud was slightly wounded, being badly "peppered" by flying bits of the shrapnel bomb. He is, however, able to get about. Others injured were Mons. Fournier and Bezin, Dr. Touleuc, Mons. and Mme. Ricard, two of the hotel boys and two or three others, whose slight injuries were dressed at Messrs. Watson's Dispensary.

THE AFTER SCENE.

Among the first on the scene after the explosion were two American sailors and Dr. Dahlg, of the U.S.S. *Helena*; these being closely followed by Dr. Reynolds, some British sailors and quite a number of British residents. First-aid was rendered in an admirable way by these volunteers, the room being in indescribable confusion with dead or injured lying around. Ambulances were improvised out of rattan couches and spring mattresses, whilst sheets and table cloths were torn up for bandages. As soon as first-aid had been rendered, the patients were sent to the Canton Hospital (excepting the naval officers who were sent to the French Hospital), the stretcher bearers being sailors and British residents. It was 1.30 a.m. before all the dead and wounded were removed.

The windows of the lounge were badly shattered, plaster was blown off the walls whilst the ceiling had several holes made in it. The bomb must have been a shrapnel one, for one piece of shrapnel went through the ceiling of the dining room, through the ceiling of the next floor and embedded itself in a bed mattress. Small pieces of shrapnel were found all over the room, shrapnel wounds being found on the dead and injured.

His Excellency the Governor-General remained at the Hotel until all the dead or injured were removed, later proceeding to the French Consulate where he stayed the night. A bodyguard of French sailors was posted outside. His Excellency left by the gunboat *Malicieuse* this morning.

The funeral of the victims is due to take place to-morrow morning (Saturday) at nine o'clock. It is being freely rumoured here that Dr. Casabianca was suspicious of some impending danger, but kept the information to himself as he did not wish to be an alarmist or to put a "damper" on the French community's welcome.

THE CASUALTIES.

The full list of casualties is as follows:

Killed.

Mons. Demaretz, of the General Silk Importing Company.
Mme. Demaretz, wife of the above.

Mons. Rougeau, of the Banque de l'Indo-Chine.

Died Later.

Mons. Pollotier, of the Varenne Proton Company, who had but recently arrived at Canton.

Seriously Injured.

Mons. H. G. Gerin, of Messrs. Gerin, Drevard & Co., not expected to live.
Dr. Casabianca, Acting French Consul General, not expected to live.

Two French Naval Officers, of the gunboat *Croanne*, expected to recover.
Mme. Rollin, expected to recover.

Mons. Fournier, expected to recover.
Mons. Bezin, expected to recover.

Slightly Injured.

Mons. J. Baud, of Messrs. Gerin, Drevard & Co.
Dr. Touleuc.
Mons. and Mme. Ricard.
Two Hotel boys.
Two or three others were also slightly injured.

M. GERIN DEAD.

Later.
A telegram from our special correspondent, to reach us just before going to press this morning, says that Mons. G. H. Gerin has since died. The funeral of the five victims is taking place this morning, at the Macao Forts, whilst a Requiem Mass is being celebrated in the Shamoen Church.

COMMENDABLE ASSISTANCE.

We are in receipt of a telegram this morning from Mr. W. Farmer, of the Victoria Hotel, in which he states that there is nothing but commendation to bestow regarding the immediate and unstinted assistance rendered by the whole foreign community of the Shamoen.

RETURN TO HONGKONG.

The Governor General, M. Merlin, accompanied by M.M. Chatel and St. Felix and another French official, returned to Hongkong at 5 o'clock yesterday evening on board the French gunboat *Malicieuse*, and they were met by the A.D.C. to the Governor of Hongkong, Capt. Neville, and came ashore at the Naval Yard. Madame Merlin and members of the local French community were there to meet the Governor General, as well as Commodore Grace and a guard-of-honour of about 50 Marines.

M. and Mme. Merlin proceeded to Government House, where they are staying as guests, the members of the Governor General's staff going to the Hongkong Hotel.

M. Merlin and party leave to-morrow for Indo-China by the M. M. s.s. *Chantilly*.

"RECRUITED" AT 90.

Aged 99, Mr. John Jordan, who was present at the relief of Lucknow in the Indian Mutiny, has died at Falmouth. He ran away from home when a boy and served with the East India Company for a number of years, afterwards going to China. At the age of 88 he was awarded a Government pension and at the outbreak of the Great War (then aged 90) he received a reservist's calling-up paper.

PORTUGAL TO CHINA.

ARRIVAL OF PORTUGUESE AVIATORS.

Forced Landing Near Shum Chun.

The Portuguese aviators flying from Lisbon to Macao were unable to land at the Portuguese Colony yesterday, and came down in Chinese territory, damaging their machine, and one of them, Capt. Paes, being slightly hurt about the arm, leg and chest.

Their arrival was dramatic, because entirely unexpected. When news first reached Kowloon early yesterday evening that the aviators had landed near Shum Chun, the report was received with incredulity, but later it was ascertained to be correct. This almost amazing arrival is due to bad weather having prevented the aviators descending when they got over Macao. Practically blown out of their course, they came down in mist and rain, and in wind blowing half a gale, in what appeared to be level ground, but was a Chinese graveyard, and the D. H. 9 A. (which they had purchased from the British Government after their crash in India) was damaged. However, they have accomplished their object, and are safe, after a very adventurous and hazardous journey.

INCONSPICUOUS ARRIVAL.

Having walked to Shum Chun, the two aviators, Capt. de Beltra and Capt. Brito Paes, boarded the train and came down to Kowloon. This was the 7.19 train from the border. Thus, unheralded, two plucky men whom the whole world had been following during their flight, entered the Colony.

Mr. G. A. Walker, of the Kowloon Canton Railway, who was in Hongkong at the time, having received a telephone message from Shum Chun about the impending arrival, communicated with the Water Police Station, as there was no time to make other arrangements. Inspector Angus hurried to the railway station, where he met the two aviators and took them to the Club de Recreio. The members of that club were taken by surprise, but their enthusiasm rose to the occasion, and there was nothing lacking in the warmth of the welcome.

FLIGHT DESCRIBED.

The two officers spent the night at the house of the Portuguese Consul General, where they are guests.

Interviewed by pressmen, Capt. de Beltra said that, the weather being fine, they decided to resume their flight from Hanoi, taking off shortly after 9 o'clock yesterday morning. After about 450 miles of flying they ran into a heavy rainstorm. This continued for another 100 miles, when they got over Macao. Glimpses of the Portuguese Colony were obtained through breaks in the storm-clouds, and the aviator, who had risen to about 10,000 feet to get out of the bad weather, found landing impossible in the gale that was blowing. They came on to the Kowloon Peninsula, and when about 1,000 feet up their engine (which had been giving trouble at Hanoi) again failed in its ignition, and a forced landing was necessary. They came down about 2 o'clock in the afternoon, much to the surprise of the Chinese villagers in the vicinity.

A wireless message was sent to Macao last night announcing the safe arrival of the aviators.

MECHANIC COMING BY SHIP.

The entirely unexpected nature of the aviators' arrival is explained by their having sent a message to Macao to say that they would be held up for a considerable period. Their decision to

HONGKONG HOTEL PURCHASE.

ALEXANDRA CAFE BUILDING SECURED.

We hear that the Hongkong and Shanghai Hotels, Ltd., has purchased the Alexandra Cafe building, negotiations for the securing of which have been in progress for some time.

The new block, we understand, will be utilized in connection with the rebuilding of the Hongkong Hotel when the new Peninsula Hotel in Kowloon is completed.

DEATH OF MRS. SACHSE.

OLD HONGKONG RESIDENT PASSES AWAY.

It is with the utmost regret that we have to record the death of Mrs. Sachse, for many years a well-known resident of the Colony, who passed away in England yesterday, news of her demise having come through by cable.

The deceased lady, who had resided in the Colony for over a quarter of a century, was extremely well-known and greatly loved. She was for many years in charge of "Kingsboro," and was very popular in the social life of the Colony. Of a generous disposition, she helped many charities, local and otherwise. She leaves two daughters (Mrs. John Robertson and Mrs. Peter Todd), as well as a son in Canada, for whom much sympathy will be felt. The late Mrs. Sachse left for home in the early part of the year, being in rather indifferent health, and the news of her death has not come as a surprise to those in close touch with the family.

to resume took everyone by surprise.

The following cabled message from Capt. Paes to the Governor of Macao, dated June 19, was received in the Portuguese Colony yesterday from Sontay:

"Delayed because of damage impossible to leave. You advise mechanic Gouveia arrive Hongkong, and leave for Hanoi the same day he arrives. Trouble is in the carburettor, which is burnt. See if he can obtain another, and bring a regulator."

Naturally, this led everyone to suppose that the flight to Macao would not be undertaken for some days.

The mechanic, Gouveia, was left at Bangkok, and is now on his way here by steamer. Nothing has been definitely decided yet as to the repairing of the machine or future plans of the aviators, except that the damaged D. H. plane is to be moved to Shum Chun station and brought on to Kowloon by train. Meanwhile the Portuguese officers are the guests of Senor A. L. de Albuquerque e Castro, the Consul General for Portugal in Hongkong.

DETAILS OF FLIGHT.

Below we give the details of the flight:

Departed from Lisbon on April 3.

Arrival at Cairo reported on April 21.

A message of May 1 reported that the aviators were held up in Persia owing to passport difficulties.

Reached Karachi on May 5.

Crashed at Pipar, Jadhpur, on May 8. British machine placed at their disposal, and purchased by the Portuguese Government.

Left Lahore on May 30.

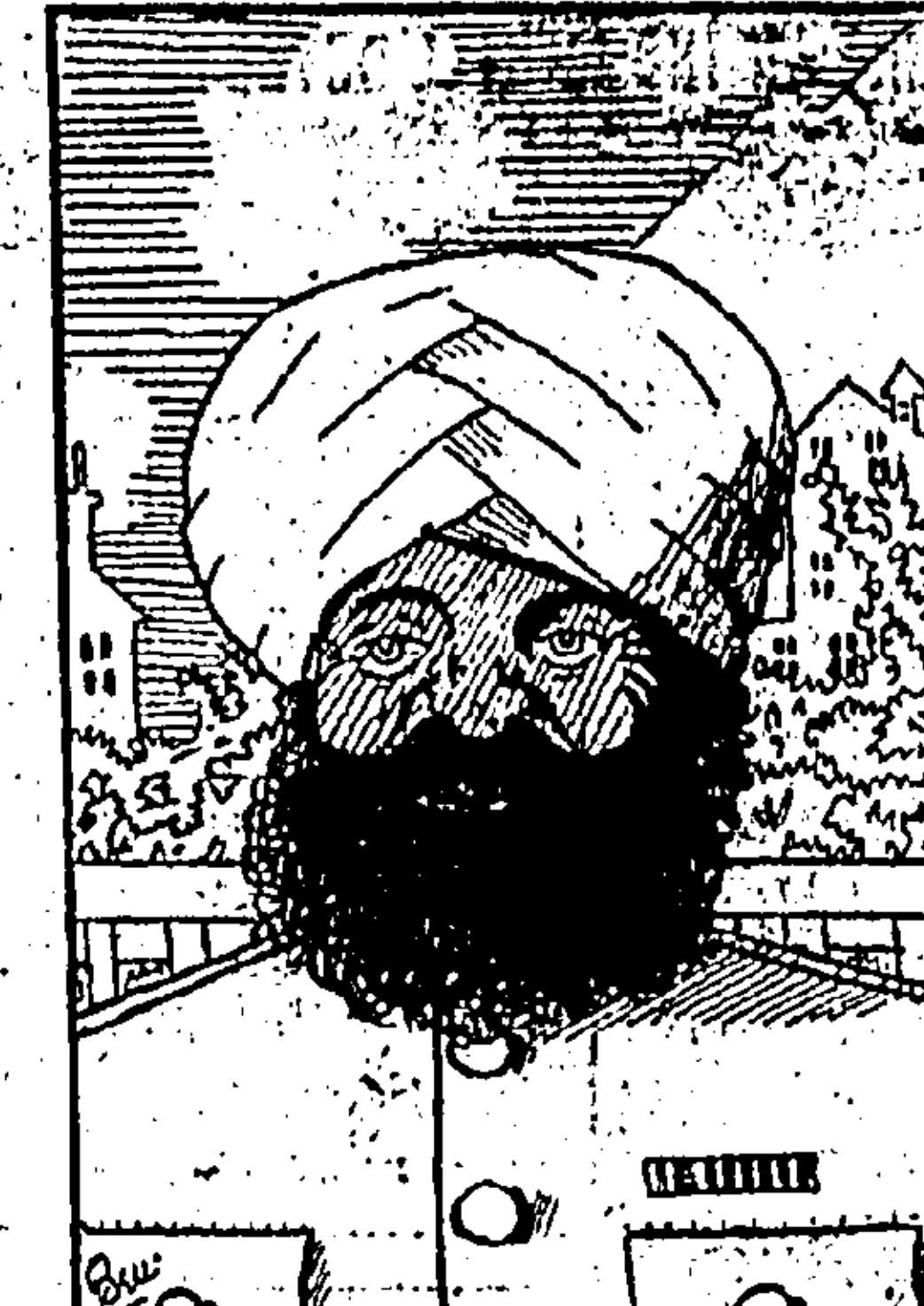
Arrived at Akyahod June 4.

Arrived at Bangkok on June 6.

Arrived at Bangkok on June 9.

Reached Hanoi on June 13.

AN ALPHABET OF HONGKONG.



IS THE INDIAN.

Watchman or "Cop."
He Waingles the Gadgot
Which Says "Go" or "Stop."

NATIONAL BUILDING LOCK-OUT.

EMPLOYERS' LATEST DECLARATION.

(Reuter's Service.)

London, June 20.
The National Conference of Building Employers has decided to declare a national lock-out from July 5, to enforce the observance of national agreements.
The lock-out will involve nearly 700,000 men and probably mean the stoppage of the bulk of the building throughout the whole country. The decision is all the more surprising because a national agreement embodying the settlement mentioned on May 30th was formally signed only on June 16th. The employers, in declining to endorse the settlement and in breaking off the negotiations, point out the continuous disputes and revolts throughout the country, particularly the strikes in Liverpool. The building operatives declare that the employers have repudiated their own negotiating Committee and hint if the settlement terms are not observed the operatives may strike without awaiting the lock-out.

FREE FIGHT IN FRENCH CHAMBER.

SITTING TWICE SUSPENDED.

Paris, June 20.
There was an uproar in the Chamber last evening and the sitting had to be twice suspended, firstly, owing to a battle of explosives between members of the Right and Left parties, and secondly owing to a fight with fists between the Socialists and Communists at midnight. The Socialists assaulted a Communist Deputy, who declared that the Socialists were traitors to the working classes because they supported the Government. The Communists rushed to the support of their colleague and a melee ensued. The Communist, M. Marty, standing on a bench, directed operations by whirling a belt round his head. The Radicals were aghast, whilst the Right and Centre parties cheered ironically.

(Reuter's American Service.)

BRITAIN AND MEXICO.

STRONG AMERICAN COMMENT.

New York, June 20.
Commenting on Britain's breaking off of relations with Mexico, the *New York Times* says that Mexico is clearly entitled to demand the recall of Mr. Cummins but that this ought to have done without the use of offensive language. The world is startled at the sight of the pacifist, Mr. Ramsey MacDonald, hearing himself in an international dispute very much as Lord Palmerston would have done. The *New York World* says that the MacDonald Government inherited the ex-Curzon quarrel with the Obregon administration which, through ignorance or obstinacy, it has made its own, and, in breaking with Mexico, it has manifested an unfriendly spirit which makes its motives questionable.

COUNTY CRICKET.

Essex vs. the South Africans.

London, June 20.

For the resumption of the match between Essex and South Africa at Colchester the weather was fine. Essex scored 345 for 9, and declared at 12.30. The innings had lasted 309 minutes. Douglas scored 40, not out. Carter took 5 for 70.

The South Africans scored 239 for 9. Nourse 38 and Hands 64. London took 4 for 62. Notts beat Northants at Northampton by three wickets. Northants scored 134 and 172. Richmond taking 8 for 56. Notts compiled 96. Wells taking 5 for 35, and then 211 for 7. Whysall scoring 138.

Warwick beat Glamorgan at

TO-DAY.

Closing Exchange 2s. 4. 13/16.
Lighting Up-Time 7.10 p.m.
High Water 11.35 a.m.
Low Water 7.11 p.m.

Cardiff by 170. Warwick compiled 269, and 169, and Glamorgan 134, and again 134.
Middlesex at Tonbridge beat Kent by 49. Middlesex scored 233 (Mann 83), and 134, Collins taking 8 for 73. Kent scored 130. Durston taking 5 for 55, and 190. Lancashire beat Gloucestershire at Gloucester by 206. Lancashire scored 318 (Idson 86), and 435 for 4, and declared (12.27) 499. Gloucestershire scored 138.

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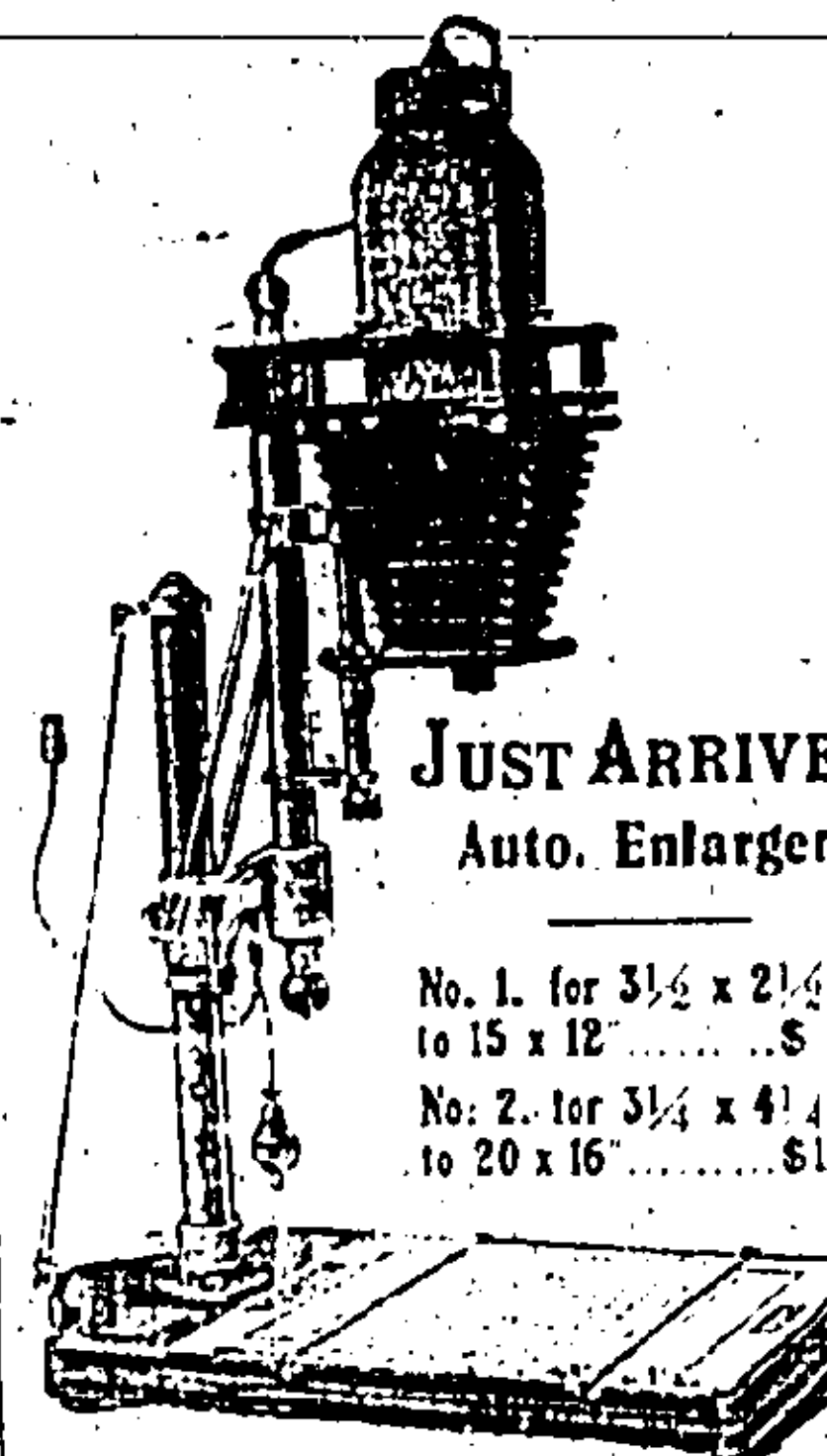
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EARLIER TELEGRAMS.

PREMIER HERRIOT OUTLINES POLICY.

Paris, June 20.
In the Chamber of Deputies treating of the financial question, Premier Herriot declared he was always a defender of budget stability, and that he did not want the introduction of new expenses without corresponding profits to the Government, but that he would work for the realization of economies. Outlining his programme apart from political issues, M. Herriot announced that he was in full accord with England and Belgium and that France would oblige Germany to respect the guarantees it would give, adding that France was quite pacific and wanted to solve the payment question and to assure her safety.

The Chamber of Deputies has passed a vote of confidence, 313 to 234, in the new Premier.—*Reuter.*

EMPIRE EXHIBITION STADIUM.

London, June 20.
Rodeo contests in the Empire Exhibition Stadium, in which American and Canadian cowboys performed most daring feats of horsemanship, have excited considerable agitation in Parliament and the country, in consequence of the alleged cruelty in the course of lassoing and securing wild steers. Several steers were hurt and had to be killed. Police Court proceedings have been instituted against the promoters. Meanwhile, in consequence of the growing volume of protests, steer-roping has been cut out of the programme.—*Reuter.*

SOUTH AFRICA'S NEW GOVERNMENT.

Bloemfontein, June 20.
Addressing an enthusiastic open air demonstration, Mr. Hertzog emphasised the necessity of co-operation between the two races, for which he had always worked. He declared that although the Pact was formally ended he was convinced that the two parties strongly desired to continue to co-operate. Mr. Hertzog gave his assurance that the people of South Africa would no longer be "governed by violence."—*Reuter.*

ROUMANIA AND THE SOVIET.

Bukharest, June 20.
Replying to interpellation as to the Government's policy toward Russia, Premier Bratiano and Foreign Minister Duce declared that Rumania was anxious to resume normal relations with the Soviet, but emphasised that recognition depended upon Russia acknowledging Rumania's rights over Bessarabia. A motion of non-confidence in the Government was defeated by a vote of 136 to 35.—*Reuter.*

OBITUARY.

London, June 20.
The death is announced of Sir Dighton Macnaghten Probyn.—*Reuter.*
[Sir Dighton Probyn was born in January 1833. He entered the army in 1849 and became a general in 1888. He served through the Indian Mutiny and in the China campaign of 1860. He was equerry to King Edward when Prince of Wales, and also from 1901 to 1910, since which time he had been Comptroller to Queen Alexandra.]

CHINESE REORGANISATION LOAN.

London, June 20.
A Committee has been formed to represent the holders of Russia's portion of the Chinese 1913 Reorganisation Loan, whose bonds are at present not recognised by the Chinese Government. The Times city correspondent says the Committee has the support of the British and American Governments, who are insisting China to submit the matter to the Hague.—*Reuter.*

CANADIAN POSTAL STRIKE.

Ottawa, June 20.
A general strike has been proclaimed by postal employees, who protest at the new wages rates fixed by the Civil Service Commission. Up to the present it has badly disorganised the mail services to Ontario and Quebec. The Government has instructed postmasters to replace the strikers.—*Reuter's American Service.*

AMERICAN PRESIDENCY.

St. Paul, Minn., June 20.
The National Farmer-Labour party has nominated Mr. Duncan McDonald, ex-President of the United Mine Workers of Illinois, and Mr. William Bouck, a fruit and ranch owner, as the party's candidates for the Presidency and Vice-Presidency of the United States respectively.—*Reuter's American Service.*

CAIRO MURDERER SENTENCED.

Cairo, June 20.
The trial of the two students charged with the murder of Mr. Ryan has ended. One was acquitted and the other sentenced to 15 years hard labour. This is the first trial for political murder since the abolition of martial law.—*Reuter.*

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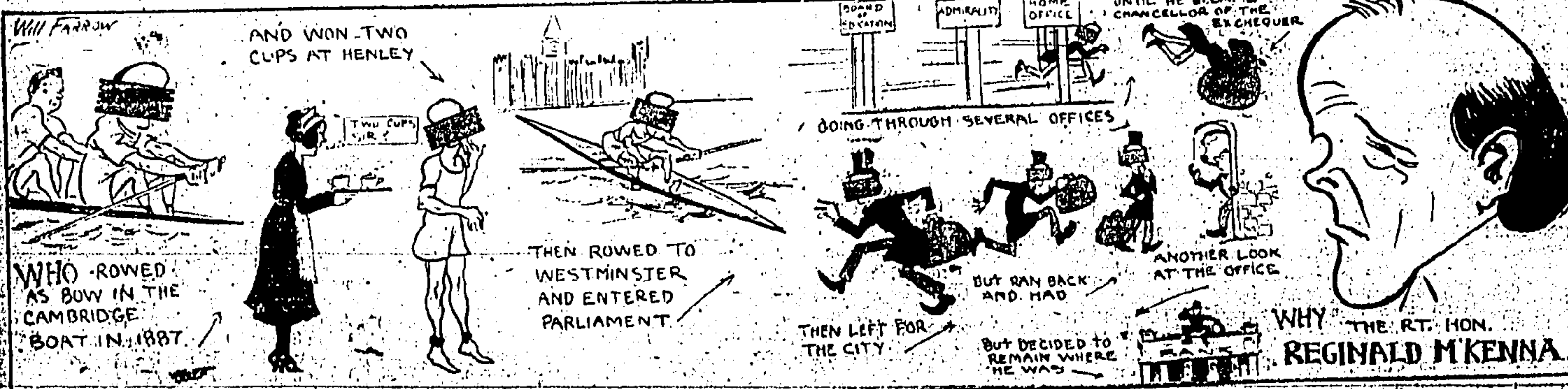
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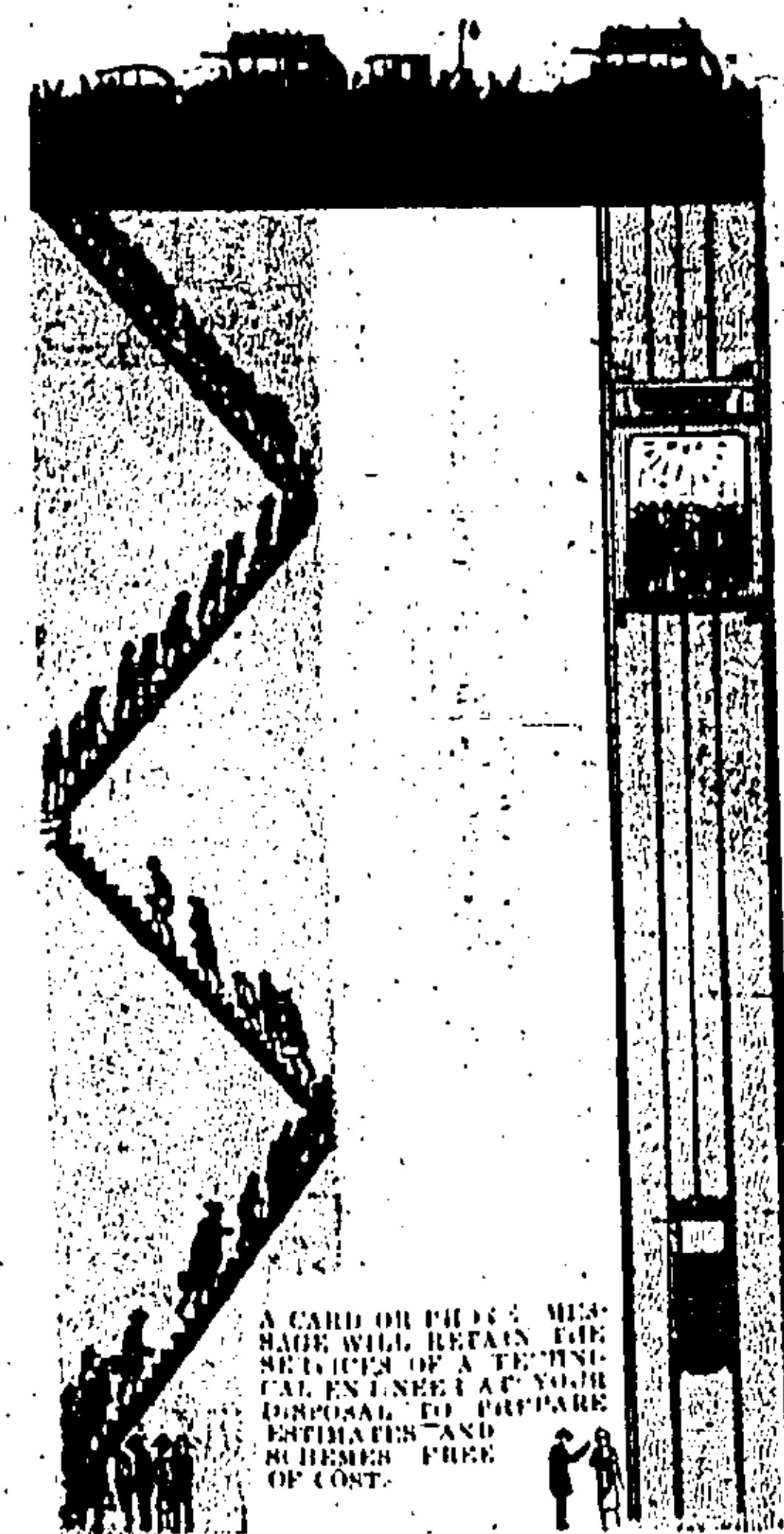
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1 Goods Lift	120 ft. "

MOVE ON CANTON.

PEKING ORDERS SUPPORT
FOR GENERAL CHEN.

Peking, June 20.—Consular telegrams from Swatow report important moves on the part of troops hostile to Dr. Sun Yat-sen and apparently working out the northern plan.

Peking, recently appointed Generals Yip Kue and Lin Fu as Civil Governor and Tull of Kwangtung respectively.

According to reports reaching Swatow, Wu Pei-fu has ordered Tung Shih-sheng to leave Humen and Fang Peng-jen to move out of southern Kiangsi in order to support Chen Chiung-ming. It thus appears that the threat against Canton has begun to materialise. —Renter.

STOKE POSES CHURCH.

The spire of Stoke Poges church, immortalized in Gray's "Elegy," has now been removed. Mr. Breakspoor, the architect of St. George's Chapel, Windsor, having advised this step as necessary for the preservation of at least the tower on which the spire was built. A temporary cover is being placed on the tower, in the hope that the appeal for £6,000 to restore the church and purchase land to acquirement of which by builders might lead to disfigurement of the churchyard, may be successful, and a new spire erected.

**LIFE ON
STONECUTTERS.**

WHIST DRIVE AND DANCE.

A very successful whist drive and dance were held in the R. A. Theatre, Stonecutters, on Wednesday last, under the auspices of the Stonecutters Social Club. All tables were occupied and the M. C. was able to start the drive in motion at the scheduled time. The prize winners were—Ladies, 1st, Miss Fenn (Lady's Parasol); 2nd, Mrs. Langridge (Lady's Mirror); Gents, 1st, 1/2 Bdr. Stuart (Gent's Wrist Watch); 2nd, Gnr. Aldersham (Leather Wallet); 3rd, Gnr. McKiernan (Autograph Album).

At the conclusion of the drive Mrs. Fenn kindly presented the prizes to the happy recipients. Refreshments were then served. At 9.45 p.m. the first waltz commenced and dancing was kept up until a late hour. The cool night air around Stonecutters' makes dancing quite enjoyable, although it is summer-time. Visitors had quite a very pleasant evening's entertainment and were sorry when closing time came. The residents of Stonecutters also had a very good time, and one and all gave their praise to the committee of the Club for making life on Stonecutters so enjoyable.

**VICTORIA DIOCESAN
ASSOCIATION.**

FOURTH ANNIVERSARY.

Tuesday next, June 24th, is the Feast of the Nativity of St. John the Baptist. It was on this day in the year 1920 that Bishop G. R. Duppuy was consecrated the sixth Bishop of this Diocese, and on the same day the Victoria Diocesan Association was started at a meeting in London. The Association was founded with the object of binding together those in England who were interested in this diocese and arousing greater interest in the work carried on here. When the Bishop came out, a branch of the V. D. A. was started in the Colony and has been very active in organising meetings and study circles and in sending much needed supplies to the Missionary Hospitals.

On Tuesday in many parishes in England the Holy Communion will be offered, with special intention for this diocese, and the alms given to help the work here. The day will be observed in this Colony by celebrations of the Holy Communion at St. John's Cathedral at 7.45 a.m. and at St. Andrew's, Kowloon, at 7 a.m. There will also be special prayers for the V. D. A. at Matins at the Cathedral at 10.15 and at St. Andrew's at 10 a.m. All members of the V. D. A. are asked to observe the day.

CHEE-ON-PIRACY.

HEAVY RANSOMS ASKED

Letters asking for ransom have been received by the Chung Mei Navigation Company, agents for the steam launch Chee On which was pirated on the West River on June 14th. The Chee On, a British launch, owned by Messrs H. Stephens and Company, was pirated at Sai Ma Ling whilst towing two lighters up the River and the coxswain and the crew were kidnapped.

The letters were received from Canton by post and both were dated the 15th. June. Written in plain language, the letters contain no sinister threats, which are a regular feature in such missives, but merely ask the addressee to despatch a man to Kowloon to bargain for the liberty of the kidnapped couple at their earliest convenience. The letter in respect of the coxswain reads as follows: "This is to notify the family of Ling Kwong Hing that we have kidnapped him and are detaining him for ransom. For his release we want from you \$10,000, H. K. currency; six tins of opium of the choicest kind; four rolls of silk; two dozen Kwong Shun singlets; six boxes of cigars with gold bands."

The ransom demanded from the relatives of the coxswain, Chan Loy, comprises: \$5,000, six tins of opium, four rolls of silk, 50 tins of "Three Castles" cigarettes and two dozen singlets.

The chops impressed on both letters, though not as imposing as that used by the notorious Wong Ng, are conceived in more or less the same style. There are two chops in each letter, each having about ten characters, all of which are arranged within a floral design. The words indicate that the gang is known under two organisations and apparently there are two different leaders. One of them is Ho Ngan, while the other is named Mak Mo. Their headquarters are at Tung Ma Ling.

Endless tasting
that you may
have the best

Hardly a crop of tea grown,
escapes the critical survey of
Brooke Bond tea tasters.

The perfection of Brooke Bond tea is the result of a constant search for the best, and constant experimenting to find the ideal blend. And Brooke Bond is vacuum packed. The flavour and goodness cannot fall short of perfection, before you get the tea.

Brooke Bond India Ltd.,
P.O. Box 187, Calcutta,
Hong Kong Agent, Alex
Ross & Co., Hong Kong.

**NOTICE.**

DURING the temporary absence of Mr. James H. Backhouse we have appointed Mr. Joseph Harrop to sign our company per prescription.

James H. Backhouse Ltd.

Hongkong, June 16th, 1924.

Will They Alight on
Beds of Roses or
Thistles & Thorns?

**MONTE BLUE AND
MARIE PREVOST**

IN

"BRASS"

SEE THIS STARTLING PHOTOPLAY
OF SUPER-POWER ON MARRIAGE
AND DIVORCE.

HONGKONG TOPICAL PICTURE PRODUCED

BY

CHINA SUN MOTION PICTURE CO.

The Dragon Boat Festival—Annual Inspection
of Police—Unveiling the Photo of the Late
Governor G. R. Macdonell.

FINAL SHOWING TO-DAY
AT THE

WORLD THEATRE



Have you been affected by any distressing symptoms of eyestrain?
Have you been tormented with all sorts of remedies and have been given
over to painful anxiety?

That's the defect of refraction. Come and consult with our
optometrist.

NATIONAL OPTICAL CO., LTD.
GRADUATE OPTICIANS.

80, Queen's Road Central.

The Two Essentials.

IN EVERY COMMERCIAL ENTERPRISE ARE HONEST VALUE
AND COURTEOUS SERVICE. ON THESE SOLID FOUNDATIONS
HAS BEEN BUILT THE VAST ORGANISATION OF WHITEAWAY,
LAIDLAW & COMPANY, LTD.

EXPERT BUYERS AT THE HEAD OFFICE IN LONDON ARE
DAILY PLACING ORDERS WITH THE WORLD'S LEADING
MANUFACTURERS IN ORDER TO KEEP UP THE STEADY
STREAM OF MERCHANDISE WHICH KEEPS EVERY ONE OF
OUR FORTY FOUR BRANCHES THOROUGHLY UP-TO-DATE.

FURTHERMORE—BUYING ON SUCH A HUGE SCALE ENABLES
US TO PURCHASE AT THE LOWEST RATES COMPATIBLE
WITH STERLING QUALITY. IN OTHER WORDS—WHEN YOU
BUY AT WHITEAWAYS YOU SECURE THE BEST GOODS
AT THE LOWEST PRICE.

BRANCHES

Calcutta.	Rangoon.	Ipo.
Lucknow.	Moulmein.	Teluk Anson.
Karachi.	Toungoo.	Seremban.
Singapore.	Mandalay.	Taiping.
Malib Tal.	Prome.	Singapore.
Bombay.	Tavoy.	Penang.
Lahore.	Basseln.	Malacca.
Cawnpore.	Yenang Yang.	Shanghai.
Darjelling.	Maymyo.	Tientsin.
Bangalore.	Colombo.	Hankow.
Madras.	Kandy.	Nairobi.
Poon.	Newara Elyia.	Mombasa.
Jubbulpore.	Kuala Lumpur.	Bangkok.
Mussor.	Klang.	Kampala.

And Des Voeux Road, HONGKONG.

Whiteaway, Laidlaw & Co., Ltd.

NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS—
{ \$1.00 for 3 insertions }
{ \$1.50 if not prepaid }
State if Box; No is required

TO BE LET.

TO LET.—"Lugland" West,
No. 20, Peak Road, eight-
roomed house with Tennis Court
attached. Apply to P.O. Box
No. 781.

TO LET.—Offices in Central
position. Apply THE
HONGKONG LAND INVEST-
MENT AND AGENCY CO.,
LTD.

TO LET.—Centrally situated
ground floor premises suit-
able for a Bank or Shipping Office.
Also few office rooms. Apply
P.O. Box 259.

TO LET.—Ellenbud Villas.
Apply E. T. H. Bunjo, c/o
H.M.H. Nemazee, Prince's Bldg.

PRIVATE HOTEL.—1, Victoria
Gardens, Kowloon, next
door new hotel. Full board from
\$4 per day. Special monthly rate
for families. Tel. K. 357.

TO LET.—Portion of Ground
Floor in "St. George's
Building" premises at present
occupied by Messrs. Hawthorne
and Pearson. Immediate occupa-
tion. For Particulars Etc. Apply
to HONGKONG & TERRITOR-
IAL ESTATES LTD.

EMPLOYMENT.

AUTOMOBILE Shop Super-
intendent wanted to take
charge of largest and best
equipped motor service station
in the East. Available men of
suitable qualifications and ex-
perience are invited to com-
municate full particulars. Ad-
dress Post Office Box 420,
Manila, P. I.

FOR SALE.

FOR SALE.—Second Hand
Dodge 5 Passenger Motor
Car in good running order. Price
\$950.00.—Apply—Box—1152—c/o
"Hongkong Telegraph".

FOR SALE.—SHOES. Newly
Arrived from Manila Special
Prices for Men Women and
Children. Come and See our
Latest Styles. Convenience
Guaranteed. No. 30, Ross Terrace
Nathan Road, Kowloon.

LOST.

LOST.—between Repulse Bay
and Aberdeen, on Sunday
afternoon, bathing basket, and
contents. Finder kindly return to
this office.

Indian
MOTOR CYCLES.

Delivery from stock.
Catalogue & demonstration
from Sole Agents
ALEX. ROSS & Co. (China) Ltd.
Bank of China Bldg. Hongkong
Telephone 27 or 2487.

NOTICE OF REMOVAL.

WE BEG TO NOTIFY ALL OUR CUSTOMERS THAT
ON AND AFTER THE—
1st. JULY, OUR OFFICES
will be located at
No. 15, Queen's Road, Central. (1st. Floor.)
The Said Offices Being at Present Occupied By
THE SUN LIFE ASSURANCE COMPANY OF CANADA.

J. P. VIEIRA REMEDIOS, & COMPANY,
10, MORRISON GAP ROAD.
Dated Hongkong, June 14th, 1924. (Happy Valley Variety Store.

G. R.
NOTICE.

THE Public are hereby inform-
ed that Plunkett's Road at
the Peak is closed to all traffic
until further notice.
E. D. C. WOLFE,
Capt. Supt. of Police.
Hongkong, 20th. June 1924.

NOTICE.

From and after the first of
July our offices will be located on
the Second Floor, King's Build-
ing.
The local offices of the China
Mutual and Shanghai Life In-
surance Companies, which have
been amalgamated with our
Company, will be transferred to
our offices from the same date.
The Sun Life Assurance
Company of Canada,
15, Queen's Road Central,
Hongkong,
F. M. WELLER,
Manager.

THE CHINESE MERCHANTS
BANK, LTD.

THE Hongkong Office of the
above Bank has been Re-
moved to the Offices of the Special
Manager, Lowe Bingham and
Matthews, Chartered Bank Build-
ing, 3, Queen's Road Central. To
which address all future com-
munications should be sent.
JOHN FLEMING,
Special Manager.
Hongkong, 20th. June 1924.

TINNED FRUITS

AND
ALL KINDS OF
PROVISIONS
OF THE
HIGHEST QUALITY

AND
THE VERY BEST
WINES
AND
SPIRITS

THE
EMPRESS
STORE

Tel. 58, Nathan Road,
K. 626 Kowloon.

BAVU

A really great Love
Story in which all
of your sympathy
goes out at once to
a brave man saving
the life of a beauti-
ful wilful woman.

THE CHINA SUGAR REFINING
COMPANY LIMITED.

Notice is hereby given that an
Extraordinary General Meeting of
the above Company will be held at
the Registered Office of the Com-
pany, Pedder Street, Victoria, in the
Colony of Hongkong, on Tuesday,
the 16th day of September, 1924,
at noon for the purposes following
namely:—

- To consider, and, if thought
fit, approve the draft new
Articles of Association of the
Company which will be
submitted to the Meeting
and in the event of the ap-
proval thereof, with or
without modification.
- To consider, and, if thought
fit, to pass an Extraordinary
Resolution to the effect:—
(1) That the new Articles
already approved by
this Meeting and for the
purpose of identifica-
tion subscribed by the
Chairman thereof, be
and the same are hereby
adopted as the Articles
of the Company to the
exclusion of and in
substitution for all the
existing Articles there-
of.

A print of such draft new
Articles and print of the
existing Articles of the Com-
pany may be seen at the
Company's said Registered
Office and at the office of
Messrs. Deacons, 1, Des
Voeux Road Central, Victoria
aforesaid, Solicitors for the
Company, and the portions
of the proposed new Articles
which differ from the exist-
ing Articles are indicated
by underlining in red.

- To consider, and, if thought
fit, to pass an Extraordinary
Resolution to the effect:—
(2) That the name of the Com-
pany be changed to
"China Sugar Refining
Company Limited".
- And Notice is hereby also given
that a Second Extraordinary Gen-
eral Meeting of the Company will
be held at the Registered Office of
the Company, Pedder Street afore-
said, on Friday, the 3rd day of
October, 1924, at noon for the
purpose of receiving a Report of
the proceedings at the above men-
tioned Meeting and of confirming,
if thought fit, as Special Resolu-
tions, the above mentioned Resolu-
tions (Nos. 1 and 2).

And Notice is hereby also given
that the said Second Extraordinary
General Meeting will be held as
aforesaid will be continued for the
purpose of considering, and, if
thought fit, passing the following
Resolution as an Extraor-
dinary Resolution, namely:—
(3) That each of the exist-
ing 20,000 fully paid up
shares of \$100 each
constituting the Com-
pany's present Capital
of \$2,000,000 be divided
into four fully paid up
shares of \$25 each so
as to make such Capital
\$2,000,000 consisting of
80,000 fully paid up
shares of \$25 each.

And Notice is hereby also given
that a Third Extraordinary Gen-
eral Meeting of the Company will
be held at the Registered Office of
the Company, Pedder Street afore-
said, on Monday, the 20th day of
October, 1924, at noon for the
purpose of receiving a Report of
the proceedings at the above men-
tioned Meeting in so far as regards
Resolution No. 3 above and of con-
firming, if thought fit, such Reso-
lution as a Special Resolution.
Dated this 16th day of June,
1924.

By Order of the Board,
JARDINE MATHESON &
CO. LTD.,
General Agents.

Commencing To-morrow Sunday.

AMERICAN WORLD FLIGHT
ARRIVAL at HONGKONG
An interesting Topical Picture produced
By CHINA SUN MOTION PICTURE CO.

**HERBERT
RAWLINSON**
with ALICE LAKE
in

A romantic love story that spins its thrills around the
tables of an over-the border Monte Carlo, —and a dancer
of fiery passions, flaming hate and feminine foibles!

"The DANCING CHEAT"
At the WORLD

NOTICE.

HONGKONG SHARE-
BROKERS ASSOCIATION.

THE following are members of
the above Association:—
A. H. Carroll J. F. Grose
M. A. Razack V. Yvanovich
J. W. Kay A. P. Granovos
W. J. Carroll H.M.H. Email
O. Kitchell Sou Kon Chi
Yip Yung Pak Harry O. Odell
F. M. L. Soares See Pei Shao
H. E. Edwards
By order of the Committee,
J. W. KEW,
Secretary.

NOTICE.

HONGKONG STOCK
EXCHANGE.

THE following are members of
the above Exchange.
Abraham, Ezra. Logan, W.
Alves, A. A. Matheson, R. T.
Bagram, J. T. Niesim, A.
Benjamin, V. Perry, I. S.
Birkett, H. Pestonji, R.
Croucher, N.V.A. Potts, G. H.
Ellis, F. M. Potts, P. C.
Gould, Joseph. Raymond, F. M.
Gutterres, A.A. Silva, P.M.N. da
Hough, T. F. Smyth, F. R.
Lammert, Geo. A. Tester, P.
Lammert, H.A. Kow Fred.
By order of the Committee,
A. NISSIM,
Secretary.

DOUGLAS STEAMER CO., LTD.

Tickets will be issued for
Round Trips during the months
of July to September, from Hong-
kong to Foochow (Pagoda
Anchorage) and return, calling at
Swatow and Amoy on both the
upward and downward Voyages;
by the Company's new, fast, well
appointed steamer "Hai-Ning" at
the reduced rate of \$80. for the
round Voyage, including Meals
while the steamer is in port.
These Special Tickets will be
available for return only by this
steamer, either by the Voyage
for which it is issued or by her
following sailing from Foochow
Duration of stay at Foochow 48
hours.

The Trip occupies 8 to 9 days
and the steamer will leave
Hongkong from the Company's
Wharf at 5 p.m. arriving at day-
light on her return (Weather
permitting).

The Company's Steam Launch
will convey passengers from
Pagoda Anchorage to Foochow
City, if required.

For further particulars and
dates of sailing Apply to

DOUGLAS LAPRAIK & CO.
General Managers,
Douglas Steamship Co., Ltd.

BISURATED MAGNESIA
STOPS STOMACH PAIN

Yes, and quickly, too, for it
gets rid of the harmful stomach
acid which causes the trouble.
Three minutes from the time
Bisurated Magnesia enters the
stomach the acid is no more, the
chance of pain has and the
stomach is doing its work com-
fortably. Bisurated Magnesia is
the finest thing out for indiges-
tion, flatulence, gastritis, wind
sickness and similar trouble; it's
the one thing you can rely on ...
and it costs very little. When
you go to your chemist to buy it
look on wrapper for the trade-
mark oval with the word
"BISMAG". There's nothing else
"just as good". It's Bisurated
Magnesia that stops digestive
and stomach pain ...

AT STOPS IT QUICKLY, TOO.

The Sign of the
Genuine **BISMAG** See it on
every Package

Commencing To-morrow Sunday.

AMERICAN WORLD FLIGHT
ARRIVAL at HONGKONG
An interesting Topical Picture produced
By CHINA SUN MOTION PICTURE CO.

**HERBERT
RAWLINSON**
with ALICE LAKE
in

A romantic love story that spins its thrills around the
tables of an over-the border Monte Carlo, —and a dancer
of fiery passions, flaming hate and feminine foibles!

"The DANCING CHEAT"
At the WORLD

HONGKONG JOCKEY CLUB.

MEMBERS desirous of sub-
scribing for next season's
subscription griffins due to arrive
in the Colony in October are
requested to place their names on
the lists posted up at the Hong-
kong Club, Jockey Club Stables
and Race Course.

Brunswick

Let Brunswick
Entertain

When visitors come — then
Brunswick Records bring the
greatest artists to sing and
play.
Owners of Brunswick Photo-
graphs remark how its sweet
tone enraptures all who hear
it. The secret is in the oral
tone chamber, an exclusive
Brunswick feature. Come in
— see and hear for yourself.

DEMONSTRATIONS
BY REQUEST ATTHE
BRUNSWICK
STUDIO

17, Ice House Street.

BURGLAR'S SUMPTUOUS FLAT.

Sentence of five years' penal
servitude was passed at
Middlesex Sessions last month on
William Whitworth, twenty-
seven, an American salesman, on
a charge of breaking and entering
a house at Golders Green and
stealing property valued at £470.
A police witness stated that the
prisoner escaped while serving a
sentence of eight years' imprison-
ment passed on him in America.
He got to Canada and reached
England in 1923. He had a
sumptuous flat in which was
found property stolen from
twenty places in the neighbour-
hood.

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTIONS

THE Undersigned have receiv-
ed instructions to sell by
Public Auction on

Wed., the 25th. June 1924.

commencing at 12 Noon

at their Sales Room, Duddell

Street,

(for account of the concerned)

1 Printing Machine

1 Card Machine

1 Proof Press

1 Safe

1 Lot Wood Type

Terms:—Cash on Delivery

LAMMERT BROS.,
Auctioneers.

BY ORDER OF THE MORTGAGEE

PUBLIC AUCTION

VALUABLE LEASEHOLD
PROPERTY

situate at AUSTIN AVENUE

KOWLOON and known as

Nos. 1, 2, 3, 5, 6, 7 & 8

AIMAI VILLAS

to be sold by

PUBLIC AUCTION

on MONDAY,

the 7th day of July, 1924,

at 12 o'clock noon

IN ONE LOT

by

Messrs. LAMMERT BROS.,
Auctioneers.

at their Auction Rooms in
Duddell Street.

The Property consists of:—

ALL THOSE pieces or parcels

of ground situate at Kowloon in

the Colony of Hongkong and re-

spectively registered in the Land

Office as KOWLOON INLAND

LOTS Nos. 1171 and 1172 to-

gether with the messuages or

tenements erections and build-

ings thereon.

Particulars and Conditions of

Sale may be obtained either

from:—

Messrs. DEACONS,

1 Des Voeux Road Central,
Hongkong,

the Vendor's Solicitors,
or from

Messrs. LAMMERT BROS.,
the Auctioneers.

Other notices appear
on Page 12

HUGHES & HOUGH

LIMITED

IMPORTERS, EXPORTERS AND
GENERAL AUCTIONEERS.
PUBLIC AUCTION.

The Undersigned have received
instructions to sell by Public Auc-
tion (for Account of the Con-
cerned), on TUESDAY,

the 24th June, 1924, commencing

at 2.30 p.m., at their Sales Rooms,

No. 8, Des Voeux Road, Corner of

Ice House Street,

Valuable Teakwood and Blackwood

Furniture, and Household

Sundries, &c., &c., &c.

Comprising:

Dining Suits, Chesterfield

Sofas, Arm-chairs (new), Tea

Tables, Teakwood Beds, large and

small Wardrobes, Dressing Tables

and Chairs, Washstands, &c.,

Sideboards, Dinner Waggon,

Dinner Sets, and Glass Ware,

Cutlery, Carpets and Rugs, Electro-

plated Ware, Electric Reading

Lamps, Teakwood Screens, Black-

wood Teapots, Marble-top Flower

Stands, Side Tables and Cabinets,

&c., &c.

Also

1 New Carpet size 8 x 4, 1 Piano

by Erard, 1 Piano by H. Hicks &

Son, Ltd., 1 Hall Clock (in good

condition), 3 American Ice Chests,

1 Piano by Moutrie and 1 Grand

Piano.

(Full Particulars from Catalogue).

Terms:—Cash on delivery.

HUGHES & HOUGH, LTD.,
Auctioneers.

PARTICULARS AND CONDI-
TIONS OF SALE.

of a

VALUABLE LEASEHOLD

PROPERTY

situate and being

Inland Lot No. 1947 and Nos. 20

and 21 Broadwood Road Woon-
neihong situate thereon

to be sold under the instructions

of the Trustee of the will of

Charles Edward Warren deceased

by PUBLIC AUCTION

on

Friday the 27th. day of June 1924

at 3 o'clock p.m.

SUBJECT TO A RESERVE

PRICE

by

Messrs. LAMMERT BROS.,
Auctioneers,

at their Auction Rooms,
Duddell Street

For further Particulars and

Condition of Sale apply to:—

Messrs. DEACONS,
Solicitors,

No. 1 Des Voeux Road Central

or to

Messrs. LAMMERT BROS.,
The Auctioneers,
Duddell Street.

DECORATING

We're Known As the
Home Beautifiers

OUR customers have absolute confidence
In our advice on home decoration. We
quickly determine just what will lend new
charm and beauty to a home; and in achie-
ving the happy result, we keep strictly
within the limits of what a customer can
afford to spend.

Crotonnes, Shadow Tissues, Repps.
Art Muslins of the latest designs at
the lowest prices.

LOOSE COVERS A SPECIALTY.

WHITEAWAY'S

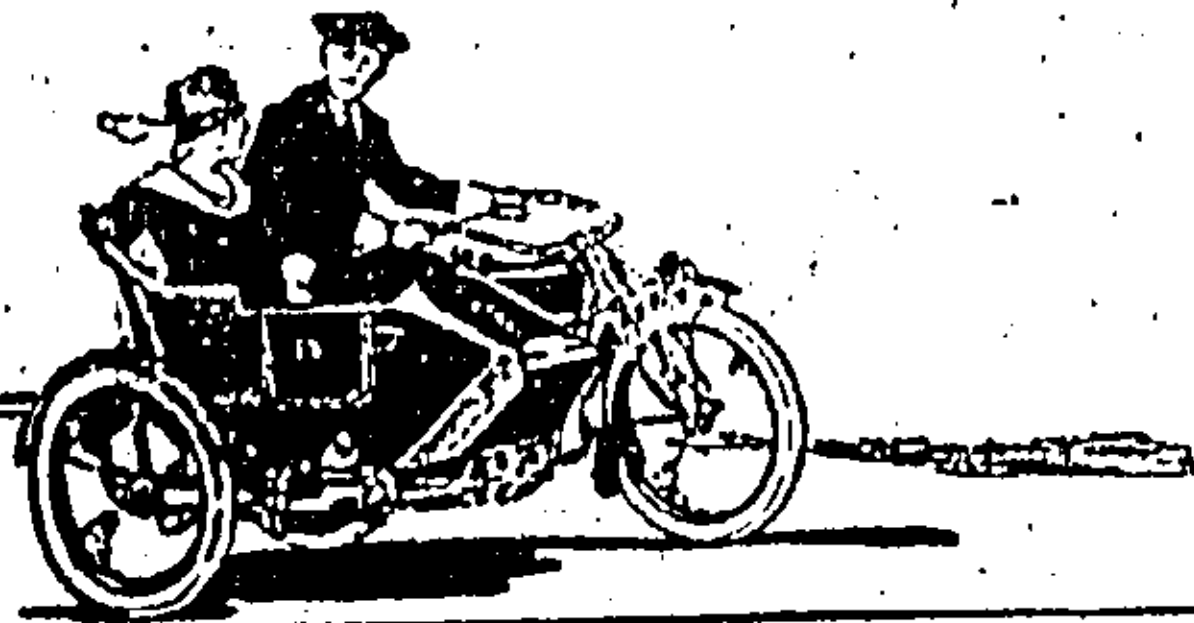
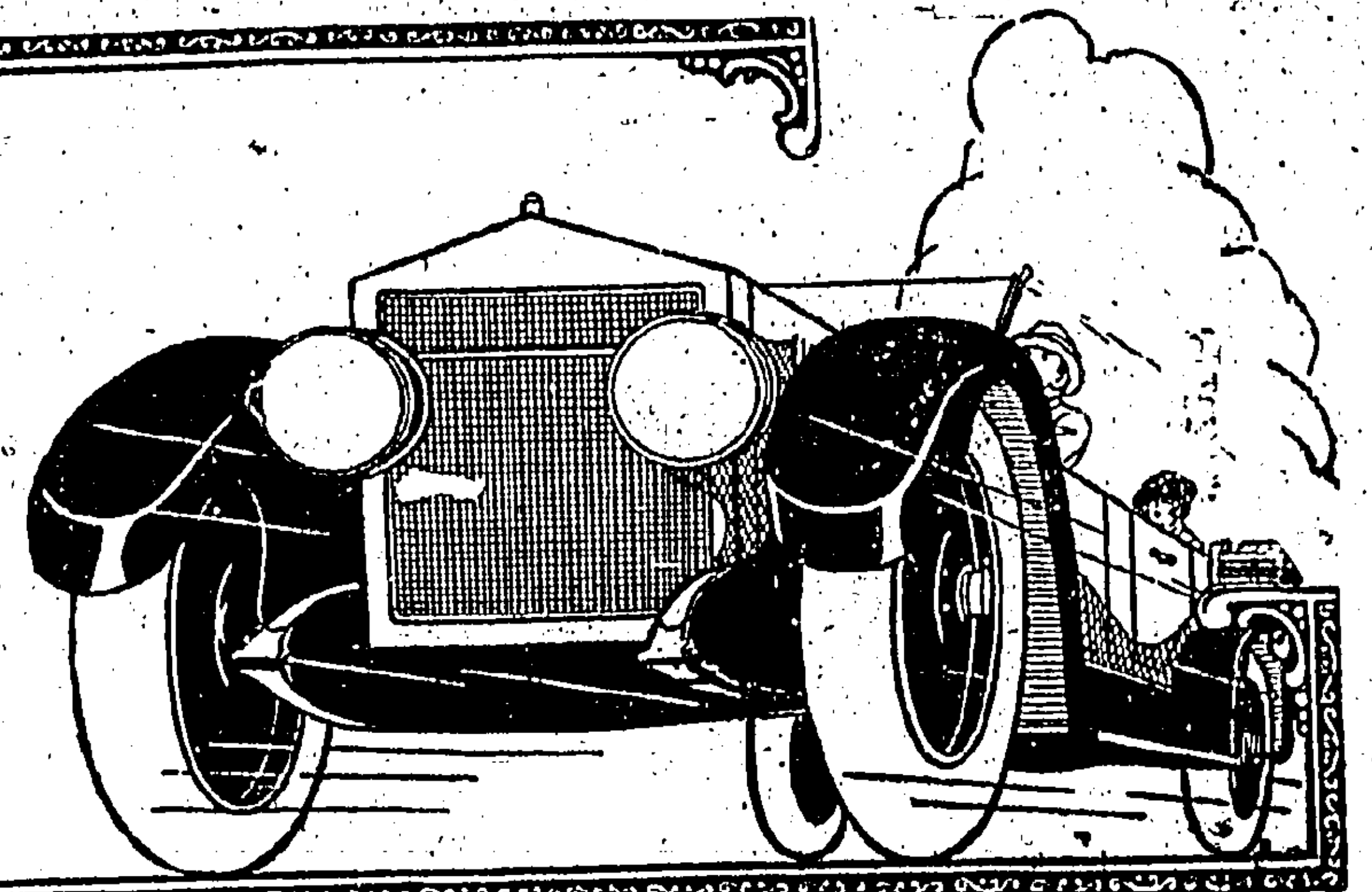
(WHITEAWAY, LAIDLAW & CO., LTD.)

MOTORING SUPPLEMENT

OR
THE HONGKONG TELEGRAPH.

SATURDAY, the 21st. June, 1924

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

Reading the other day the story of how assistance was rushed by motor car to Lieut. Lowell-Smith the American flight leader, when he was forced to descend near Hue, Indo-China, the writer of these notes could not help but reflecting on the fact that to the French goes the credit of having built what is perhaps the longest motor road in the Far East, extending from Haiphong to Saigon. The manner in which this road has opened up the country through which it passes is a striking illustration of the development which would ensue if here in South China motor roads could be made to link up the more important towns and agricultural centres. Apart from what the British Government has done in Hongkong and the New Territories, there is scarcely a road in South China that opens up any countryside. And, judging from the present state of things, it will be some years yet before road-making on an adequate scale will be at all possible. So long as the military dominate the civil authority in South China so long will there be an absence in that long delayed and very necessary development. The project to build a road from Hongkong to Canton has been mooted for years, and it looks as though it will remain but a project for years to come. When even a railway ceases to function, what hope is there of roadway construction?

All local motorists and members of the Hongkong Automobile Association in particular, will learn with regret of the illness of Mr. P. M. Hodgson, which has necessitated his going to hospital. Mr. Hodgson, as the hard-working Honorary Secretary of the Association, has long since earned the thanks of the local motoring community, all of whom will, we are sure, join with us in wishing him a speedy recovery to health.

Motorists in Kowloon will be interested to learn that the building formerly used as the Kowloon Theatre (next the Club de Recreio) will shortly be opened as a garage by Mr. Curtis, who has recently taken over the Kowloon branch of the Dragon Motor Car Company. We understand that there will be room for the storage of private cars at reasonable rates and that a stand pump petrol supply station will be installed.

Whilst speaking of Kowloon, it is gratifying to note the rapid progress being made with the work of removing the hill at the end of Nathan Road. The Government was a long time making up its mind to begin, but since operations have been commenced the rate of progress has been distinctly good. A few weeks more and the excavations should be nearly finished. At the other end of Coronation Road a much-needed improvement seems to be proceeding but slowly, and that is the linking up of Coronation Road with the road to Lai-chikok and Taipei. At the present time two right-angle corners have to be negotiated, one to the left and the other to the right, the latter being particularly dangerous. Even the posting of a traffic policeman does not do away with the danger—the narrowness and awkwardness of the corner being in themselves dangerous. A straightaway drive from Coronation Road through to the Taipei Road should be provided as early as possible, especially seeing the growing amount of traffic this road now has to bear.

We make no apology for again referring to the danger of overcrowding hire cars, so frequently allowed by Chinese garages. The other day, the writer saw a five seater car containing no less than eight fully grown Chinese. Two of them were in the back, the remaining six being squeezed in, at the back. At Home a public hire car is licensed as what is known as a "Hackney carriage" and it is licensed for a specific number of persons. Any such vehicle seen to be carrying more than that number is stopped and the driver and proprietor are liable to prosecution and fine. It would be a good thing if such a practice were followed here, as it is unquestionably dangerous for cars to be excessively overloaded. The driver is inconvenienced, the vehicle is subjected to a strain liable to cause a breakdown and the public are endangered. Perhaps our Traffic Department will please take note.

It is surely about time that a serious effort was made to remedy the disgraceful patches of road leading through Wanchai, writes a motor cyclist correspondent. Commencing from the Praya end there appears to have been no effort to effectively "top dress" the surface. True, every week or so, rough flints are strewn over the centre of the road, covered with sand and gravel, and then rolled. This was again done at the beginning of this week and already deep pot holes are making their appearance. For a hundred yards or so, where the road widens, quite an excellent tarred surface has stood the strain of heavy traffic for considerably over a year, so that there seems to be no excuse for the ruts, holes and loose stones at either end of this tarred patch. Even if it necessitated closing the road to traffic for a month or so in order to relay the surface, it would be far more satisfactory than keeping coolies constantly employed on useless work as at present.

A shipment of the latest "Neracar" models has arrived here and will no doubt be quickly sold. In recent trials in various parts of the world, the "Series 3," as the new model is styled, has put up some surprisingly good performances, winning several important events in competition with machines of all makes. It has become a very popular machine in this Colony, where there are at present just over thirty on the road.

Although a special "Colonial" model of the Bean Fourteen is not made, overseas requirements, in the way of power, sturdiness, and ground clearance were borne in mind in the designing of the car, and a vehicle of this type has just been awarded a gold medal in the Australian Alpine Trial, in addition to gaining maximum marks for low petrol consumption.

Iowa is building an 18-foot concrete road at a cost of \$26,400 a mile.

BRITISH BUS FOR KOWLOON.

THE VEHICLE DESCRIBED.

Kowloon residents have doubtless been pleased to hear that the first British omnibus has just been put on the road for service in Kowloon. The bus is being operated by The Kai Tak Motor Bus Co. Ltd. The chassis is by Messrs. Dennis Bros. of Guildford, England, the oldest firm in the motor engineering industry and the pioneers of the "worm drive." The engine is rated at 30.50 horse power, four cylinder 105 x 150, with high tension waterproof magneto. The gear box is provided with four speeds forward and a reverse gear, with direct drive on 4th speed. The back axle is of the well-known Dennis worm driven type. Particular attention has been paid to the steering and braking. The steering is by phosphor bronze worm wheel sector. The hand brakes are of the expanding type, and are compensated. The foot brake acts on a drum behind the gear box. Both are of large diameter, and have an ample area of wearing surface, making them very efficient in operation. The chassis is fitted with the standard type of single front, and twin rear Goodyear pneumatic tyres.

The body of the bus has been constructed by the Kowloon Dock Co. and they are to be highly complimented on the manner in which they have carried out the work. Seating accommodation is provided for thirty persons; eight first class, and twenty-two second class. The compartments are separated by a partition with communicating door. Particular attention has been paid to the comfort of first class passengers, the seats being upholstered in leather, and set so as to leave plenty of knee room. The entrance to the first class is in the front, and the entrance to the second class in the rear.

The vehicle has now been thoroughly tested, and found to come up to the highest expectations, and is now running on a regular route from the Ferry to Kowloon City. Those who have already travelled in it have appreciated the silence of the engine, and the smooth running of the conveyance.

A comparison between the bus under review and the other buses plying for hire in Kowloon, makes one wonder why Kowloon residents have not made more strenuous efforts to secure more comfortable and safer transportation. Thanks are due to the Kai Tak Motor Bus Co. Ltd for initiating this up-to-date improvement and it is to be hoped that this new bus is but the forerunner of a large fleet.

A MOTORIST'S APPEAL.

The Automobile Association London, has just completed its investigation of a case in which one of its members was recently convicted by the Herts and Beds. magistrates on a charge of exceeding the speed limit. The circumstances were somewhat unusual, the main point being that as the summons was not served personally upon the defendant or at his last known address, he was consequently denied the opportunity of contesting the allegations of the Police. In fact, the first communication received from the Police was a request for payment of a fine of £5.10.0 and costs. As a result of its enquiries into the matter, the Automobile Association is applying to the High Court for a writ of certiorari to quash the conviction.

AMERICAN CARS IN SHANGHAI.

EUROPEAN LIGHT CARS BECOMING POPULAR.

About 69 per cent. of all cars imported into Shanghai are of American make, says a special correspondent to the *Japan Advertiser*. During the past year, however, the British and French makes have been picking up. Small cars like the French Citroen and the small Renault, the British Standard and Morris-Cowley are beginning to appear in larger numbers on the congested streets of this city. Traffic is becoming so crowded in Shanghai streets, which were built for the sedan chair and the rickshaw, that large cars find it difficult to navigate. Nanking Road during the noon hour is a miniature Fifth Avenue. It is quicker to walk for short hauls than to ride.

In the French Concession of Shanghai 1,413 private cars were registered last year of which 1,013 were of American manufacture. Altogether 4,090 cars were registered in the city. Chinese prefer expensive, showy cars of the limousine type. Many of them prefer to buy cars the bodies of which are locally manufactured of rich brocades for interiors, nickel-plated bonnets and brass fittings. American cars sell readily among the Chinese who have not taken to the small European cars.

With regard to hired cars, practically all are of American make.

The British motor export trade in general is not so flourishing as one could wish, but the motor cycle section of the industry seems to be having more success in overseas markets than the car makers. Douglas machines are very popular in Australia, for instance, the reason being, doubtless, in addition to the excellence of the machine, that the makers have taken some particular pains to cultivate this market. Reports are constantly to hand of Douglas successes in Australian competitive events, and we learn now that at a recent meeting at Penrith Speedway the 10 miles championship of New South Wales and the five miles, 900 c.c. championship of Victoria were both secured by Douglas riders.

SINGAPORE TO PEN- ANG BY MOTOR CYCLE.

With every day that passes the ability of the lightweight motor cycle to adapt itself to circumstances which until quite recently were thought to be the exclusive province of its bigger and heavier brother, is becoming more apparent, says the *Singapore Free Press*, of June 11th.

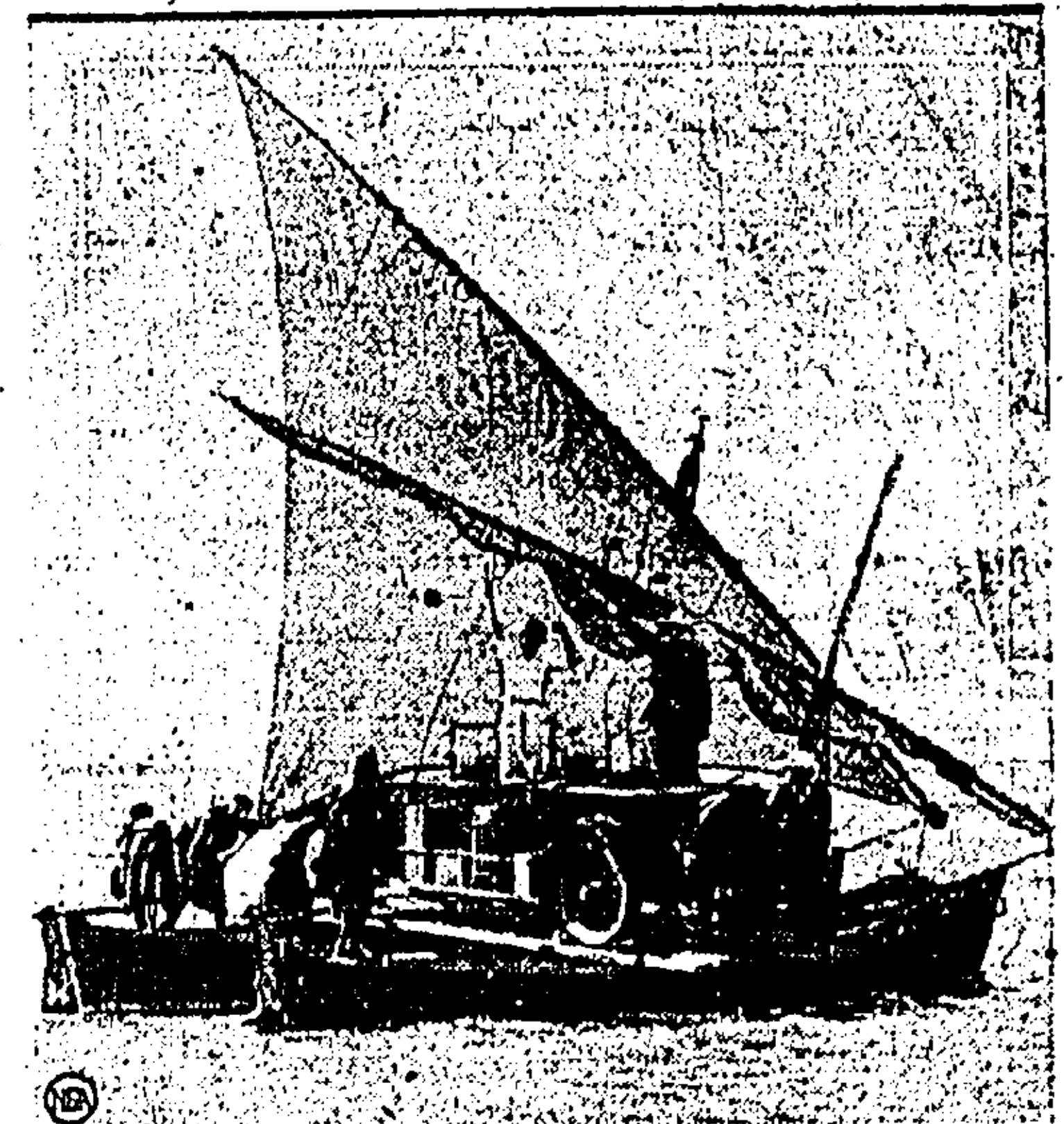
Local motorists and motor cyclists (especially the latter) who take an interest in their machines and the ills which they are heir to, will appreciate the feat of Mr. R. F. Kindersley, who arrived in Penang on Monday evening, after successfully essaying the journey from Singapore on a small 1½ h.p. 2-speed Excelsior Motor Cycle.

Mr. Kindersley's actual riding time was 28½ hours, his average speed was 24.6 miles per hour; petrol consumption 107. He accomplished the journey on top gear, and with the exception of a burst tyre, he had no trouble whatever.

After shifting to high many drivers have a habit of racing the engine before letting in the clutch again. This serves to give the car a forward lurch and is often misconstrued as "pick-up." If you want to pick up quickly after reaching high let in the clutch, retard the spark, feed a lot of gas and advance the spark gradually as the car's speed increases. At the start it isn't as quick as the other method, but it will get you there quicker in the end, and with far less chance of stopping at a repair shop en route.

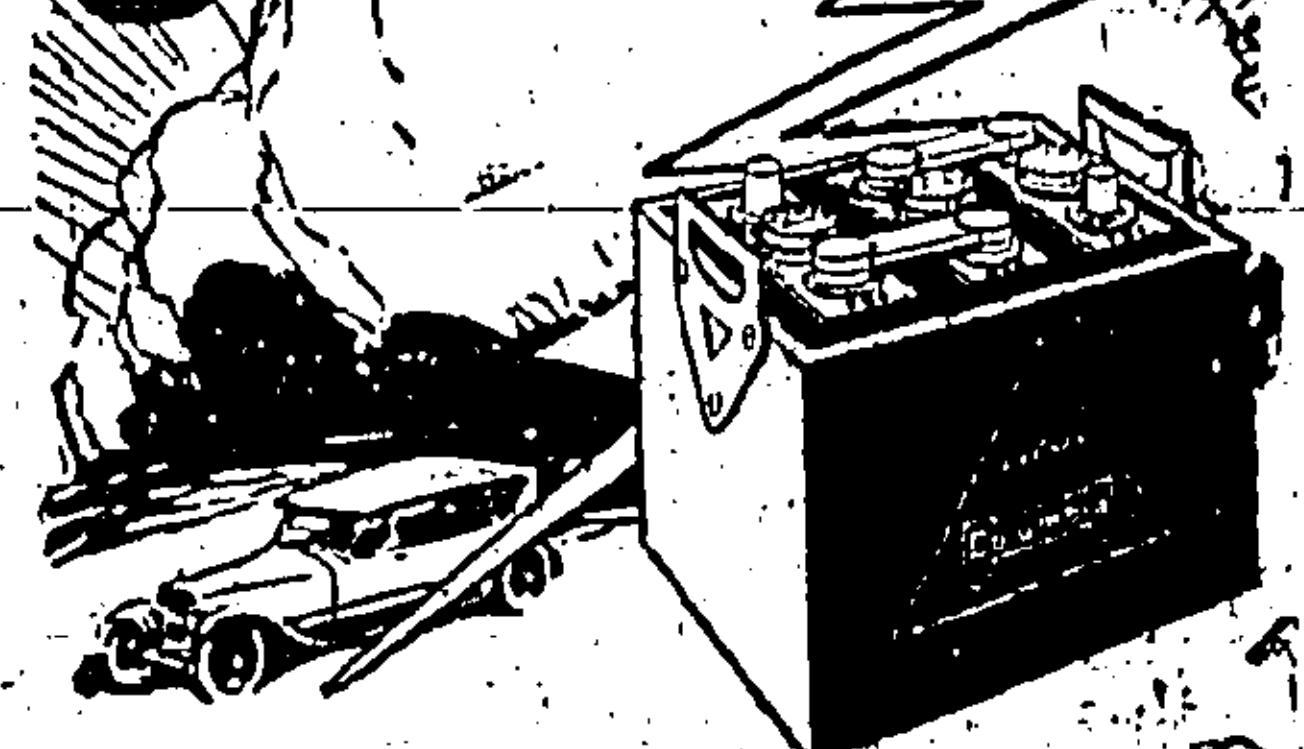
The practice of keeping the car in gear and using the engine to keep the car from coasting backward when halted in traffic on an up-grade is particularly trying on the clutch which, in slipping, has to act as brake for the time being. Wise drivers avoid the annoyance of a long wait on a hill with brake and clutch depressed by climbing it a little slower than usual when all indications point to the fact that traffic is scheduled for a halt. Just a matter of looking ahead, literally.

MOTOR FERRY IN AFRICA.



This picture shows two sailing boats, secured together, being used to transport a motor car across to the island of Djerba, Tunisia, North Africa.

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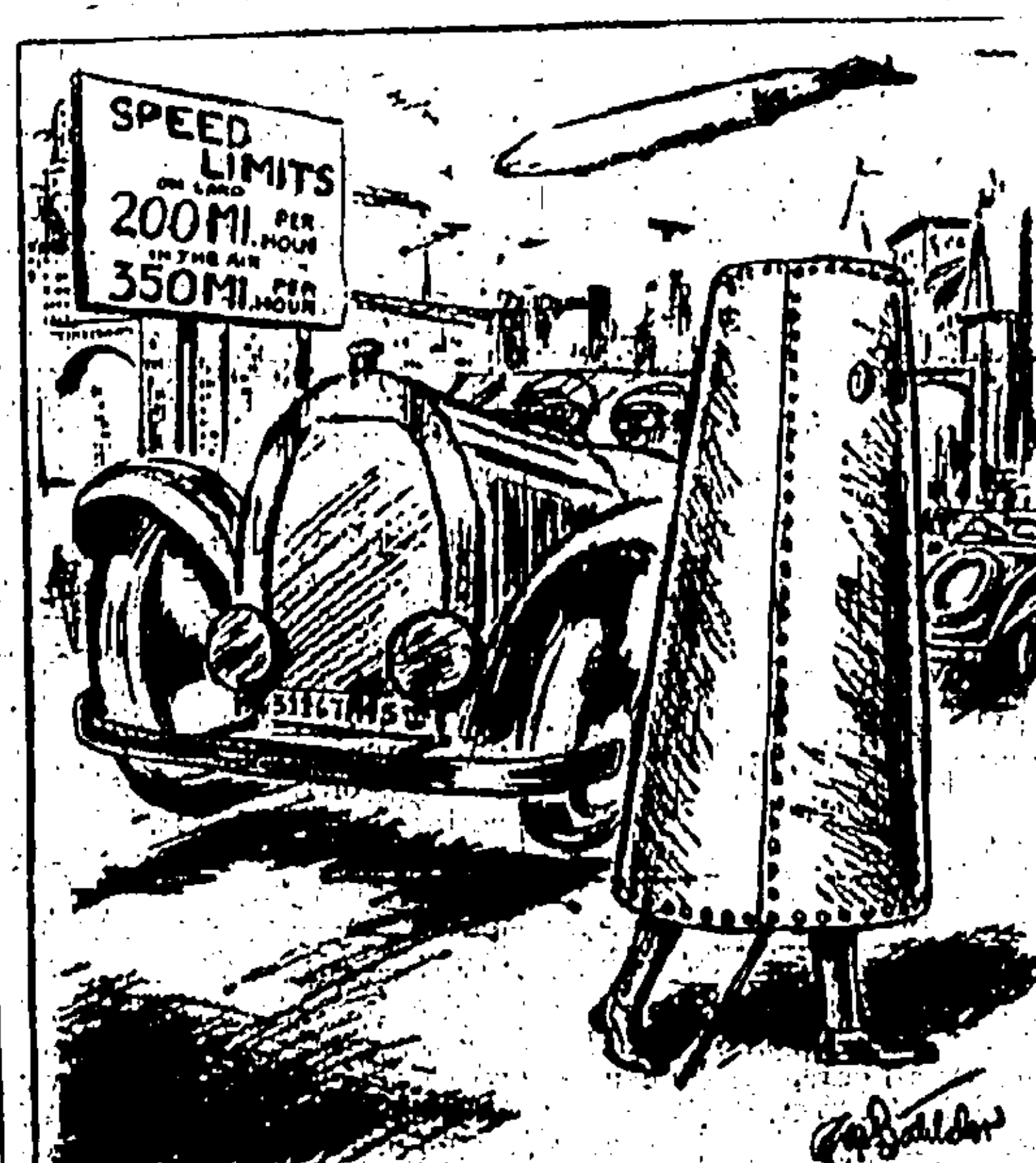
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It continues the famous Essex qualities of performance, economy and reliability.

Steering is like guiding a bicycle. Gears shift easily. Care of the car calls for little more than keeping it lubricated.

Its economy includes not only exceptional gas, oil and tire mileage, but a policy of minimum maintenance cost with parts prices that will astonish you.

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5-passenger Touring \$2,375
5-passenger Coach \$2,800

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The S.S. "Telamon" arriving on the 6th. July, will bring us a consignment of 2 of the famous British-built "GARNER" 2-ton truck-chassis, equipped with pneumatic tyres.

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The S.S. "Glensheil" arriving on the 24th. July, will also bring one 24-passenger British-built Bus. English pattern, complete with body and also equipped with pneumatic tyres.

Before buying see us about the famous "GARNER" truck-chassis and buses.

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The makers of Vauxhall cars have a scheme to provide training courses for engineering students which should appeal to parents at home who desire to have their boys thoroughly trained in any branch of automobile engineering. The firm is able to take more boys up to the standard required for Class 2—that is, does is to use more gas and run apprentices to be trained as fitters, machinists, bodymakers, etc.

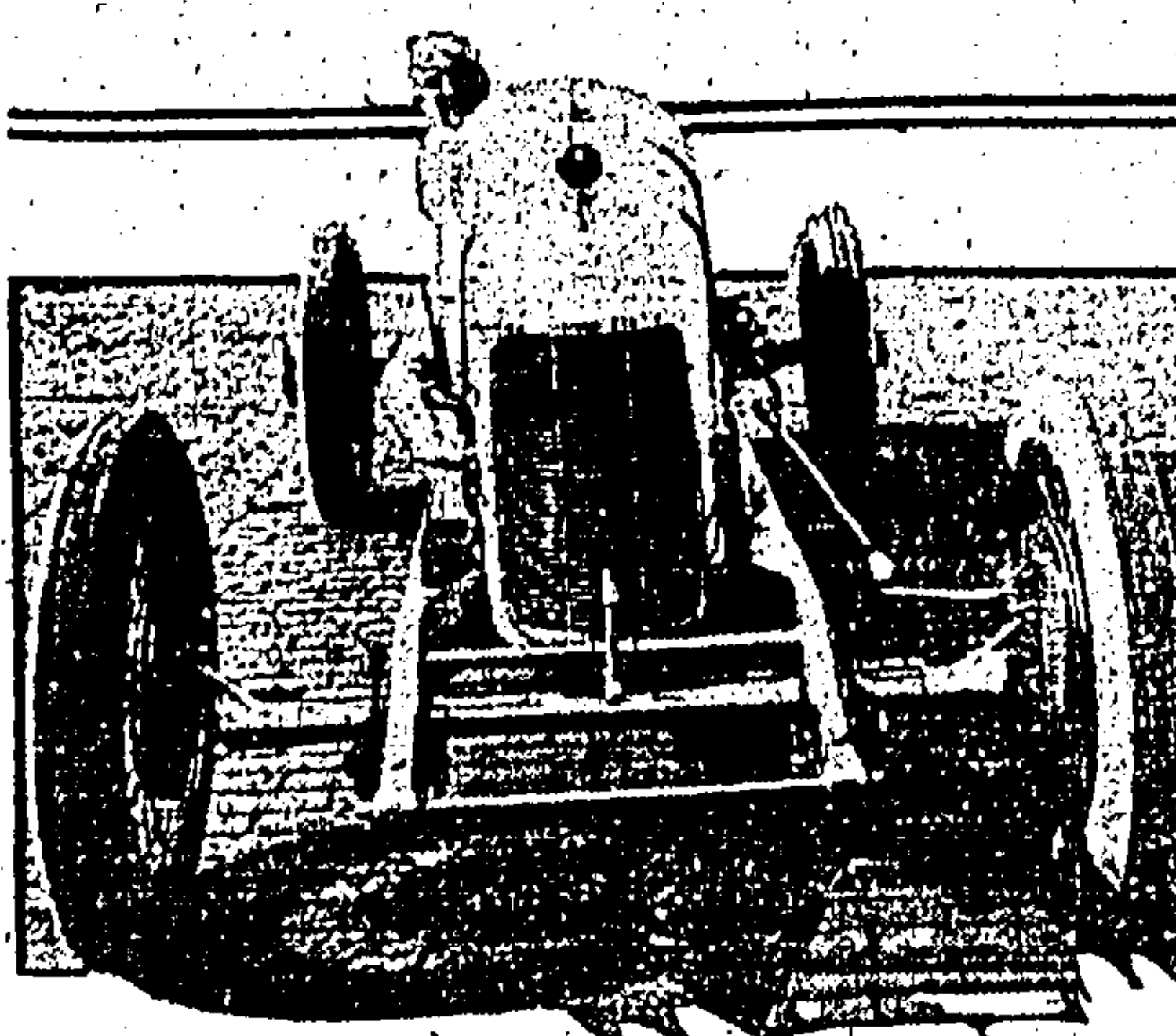
When the gas tank is starting to go dry and the tourist knows that he has to go five miles or so before finding a gas station he invariably attempts to solve his problem by driving fast. "The tank is dangerously low. We must hurry," he says. And then he takes more gas on the gas. What he does is to use more gas and run a greater risk of being stranded than if he would run the distance

to the next pump at a slower speed. There is an economical speed for all cars, and its usually around fifteen to twenty miles an hour.

NOT ALL ROAD HOGS. Don't confuse the road hog with the inexperienced driver, warns the American Automobile Association. Give the other fellow the benefit of the doubt, is the suggestion.

A FAMOUS RACER.

A Millionaire's Hobby.



CLIFF DURANT

The world's most expensive racing car, a speed creation valued at \$25,000, was driven in the International 500-mile race at Indianapolis, recently, by R. C. "Cliff" Durant, millionaire patron of the great gasoline sport, and son of the famous motor magnate.

During the past nine years the younger Durant has spent nearly a half million dollars on racing cars and racing paraphernalia. He has won numerous contests on the Pacific coast, his home and stamping ground.

Last year he led the furiously paced Indianapolis race, which was won by Tommy Milton, for several laps, and when leaping along to a flying record, his car broke down and he was 22 laps behind the leaders before he could get it rolling again.

Durant, like all sportsmen who drive racing cars for the thrill of speed, doesn't worry nearly so much about the finish as many other drivers. So long as his car is fast enough to keep him up in front duelling with the leaders he is satisfied.

Durant also is an aviator, plays a violin, cornet and saxophone, is regarded as a keen business executive, and will make a tour to the South Sea Islands in his own yacht immediately after the Indianapolis race.

He trains as vigorously for racing as a heavyweight fighter working out for a championship bout. Each day he boxes, works out in the gym, rides horseback, on a bicycle—and practices on his musical instruments, as well as rides many practice laps on the speedway.

FRONT BRAKES ONLY.

OPINION OF LEADING FRENCH ENGINEERS.

There has been a growing movement on the Continent—particularly in France—towards abolishing altogether the fitting of brakes acting directly on the rear wheels. Greater security, it is claimed, results from having brakes designed to act directly on the front wheels only, the rotation of the rear wheels being retarded by a brake taking effect through the cardan-shaft and differential.

That this is no wild breaking out of a theoretician without practical knowledge is shown by the fact that some of the best-known French manufacturers have adopted this system of braking as standard for their ordinary models, while among racing cars the 2-litre Bianchi which recently lowered certain records at Brooklands was so equipped.

The eight-cylinder Chenard-Walcker, one of the biggest and most dignified French chassis, has no brakes on the rear wheels. Nor have the 2-litre Ballot or Bignan sold in this country.

Actual tests have proved that braking on any surface is in every way as safe and as efficient when the front wheels only are used as when checking effort is also applied to the rear wheels. As an instance of this, some tests carried out on a Rolland-Pilain on a greasy installed road may be of interest.

Hot front-wheel brakes were fitted, the brakes being removed bodily from the rear hubs, in order to prevent their being applied. The front wheels were braked exclusively in each case. The first two tests—on a slope of 1 in 33 on a straight road—gave the following results:—At 25 m.p.h. the car was pulled up in 18 ft. 7 ins., while at 37½ m.p.h. the distance was 34 ft. The third test was on a descent of 1 in 7½, with a curve of 163 ft. radius; the speed was just in excess of 40 m.p.h. The car pulled up in 68 ft. 3 ins.

In each case the treads of the tyres were clearly imprinted in the road surface, proving that the wheels did not lock. There was no skidding, very little heating of the brake drums, and the passengers experienced no jolting when the brakes were applied.

In addition, the chassis was out of truth, the rear axle of the near-side front spring being 1¼ ins. out of place, so that the performance of the car when violent

ly braked was all the more meritorious.

The prime essentials of a braking system are retardation without locking the wheels and adhesion between the tyres and the road. Properly designed brakes prevent the former, especially if controlled by some such device as the Hallot auto-regulator servomotor, while the natural "piling up" effect, due to momentum, brings a greater portion of the chassis and body weight on to the front tyres than is carried under normal running conditions, thus causing greater adhesion of the front wheels. Meanwhile, of course, the rear wheels are still driving the car, even though the engine is rapidly decelerating, and so tend to keep the after part of the chassis following the path of the front wheels. With well-designed front brakes a front-wheel skid is never experienced.

A further consideration of no little importance is the appreciable reduction of unsprung weight which can be effected. The immense brake drums—sometimes 22 ins. or so in diameter—on high-powered cars, and the shoes and operating gear belonging to them, weigh a great deal, and their removal will probably enable the back axle and wheels without brake drums to differ in weight but little from the front axle equipped with brakes on the wheels.

DON'T FORGET THAT—

You can't afford to "take chances." There are too many others doing it for your own safety as matters stand.

Your car can seldom give you the thrills that any speeding ambulance stands ready to give you any time.

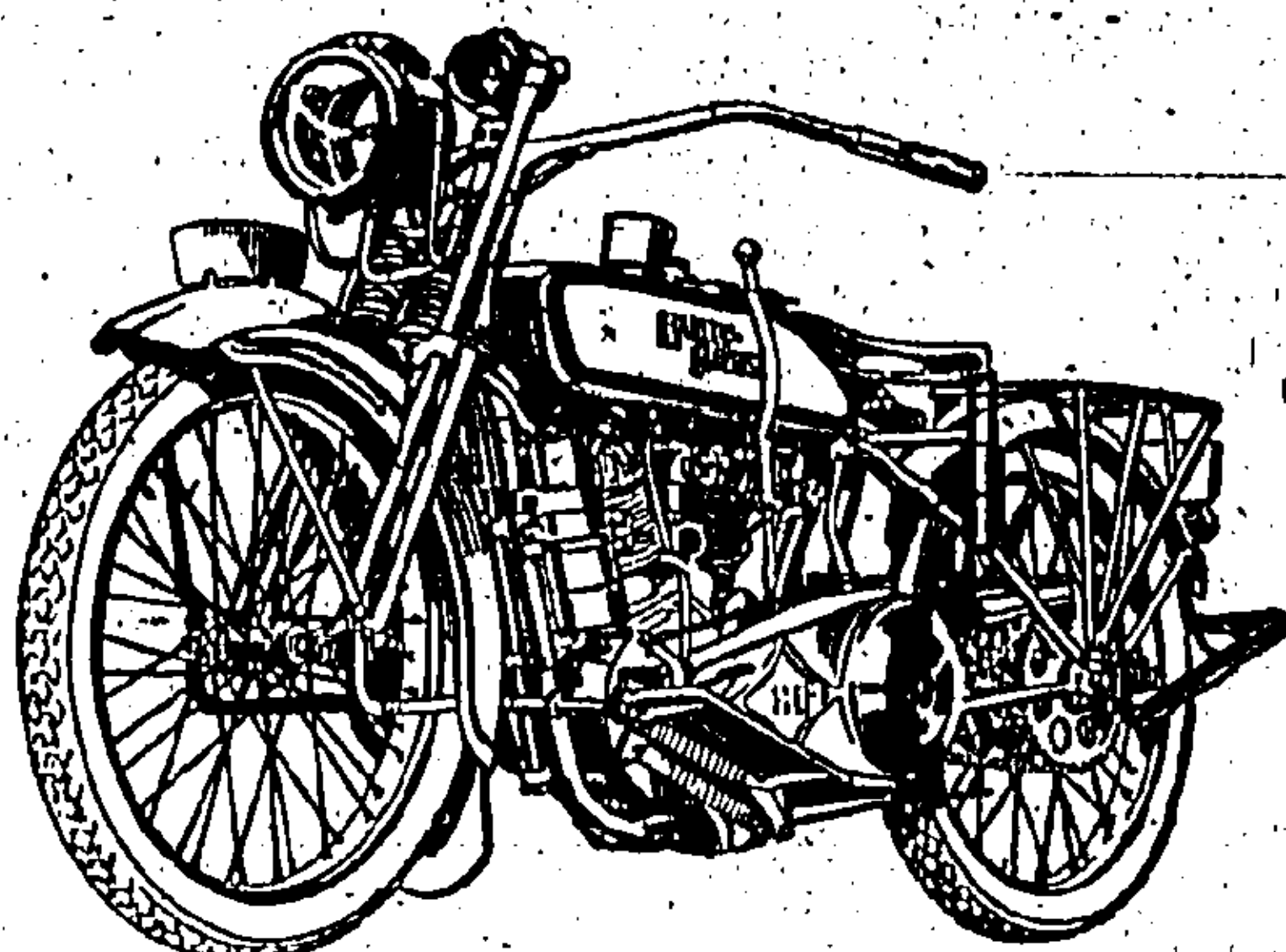
Motoring is as safe as you make it.

Contrary to the old maxim what a motorist doesn't see is invariably what does hurt him.

The Rolls-Royce plant at Springfield, Mass., reports business going strong, with the works operating full time and with a full force. The Boston branch is reported as making a particularly good sales showing in recent months, and the prospects in general are said to be very good.

Maple, elm, ash and gum are the four principal woods used in auto body construction.

HARLEY DAVIDSON

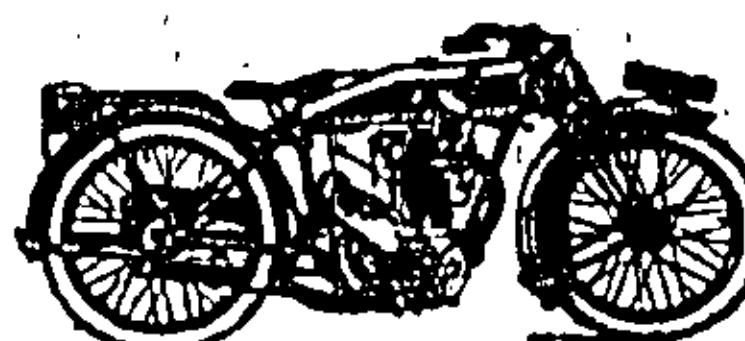


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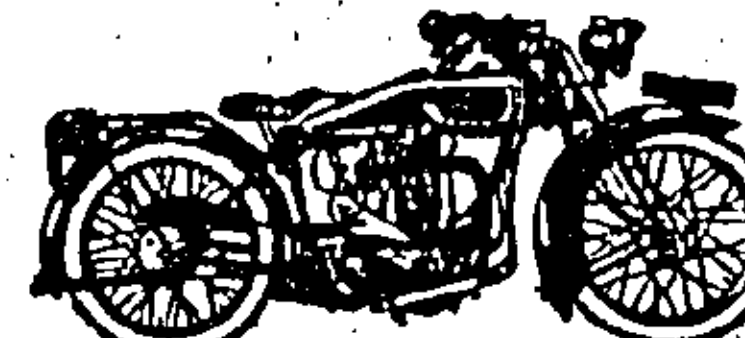
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3 h.p. high efficiency Side valve engine



5 h.p. Low Compression o.h.v. Single cylinder engine



8 h.p. J.A.P. latest type touring side valve 50° V twin touring engine.

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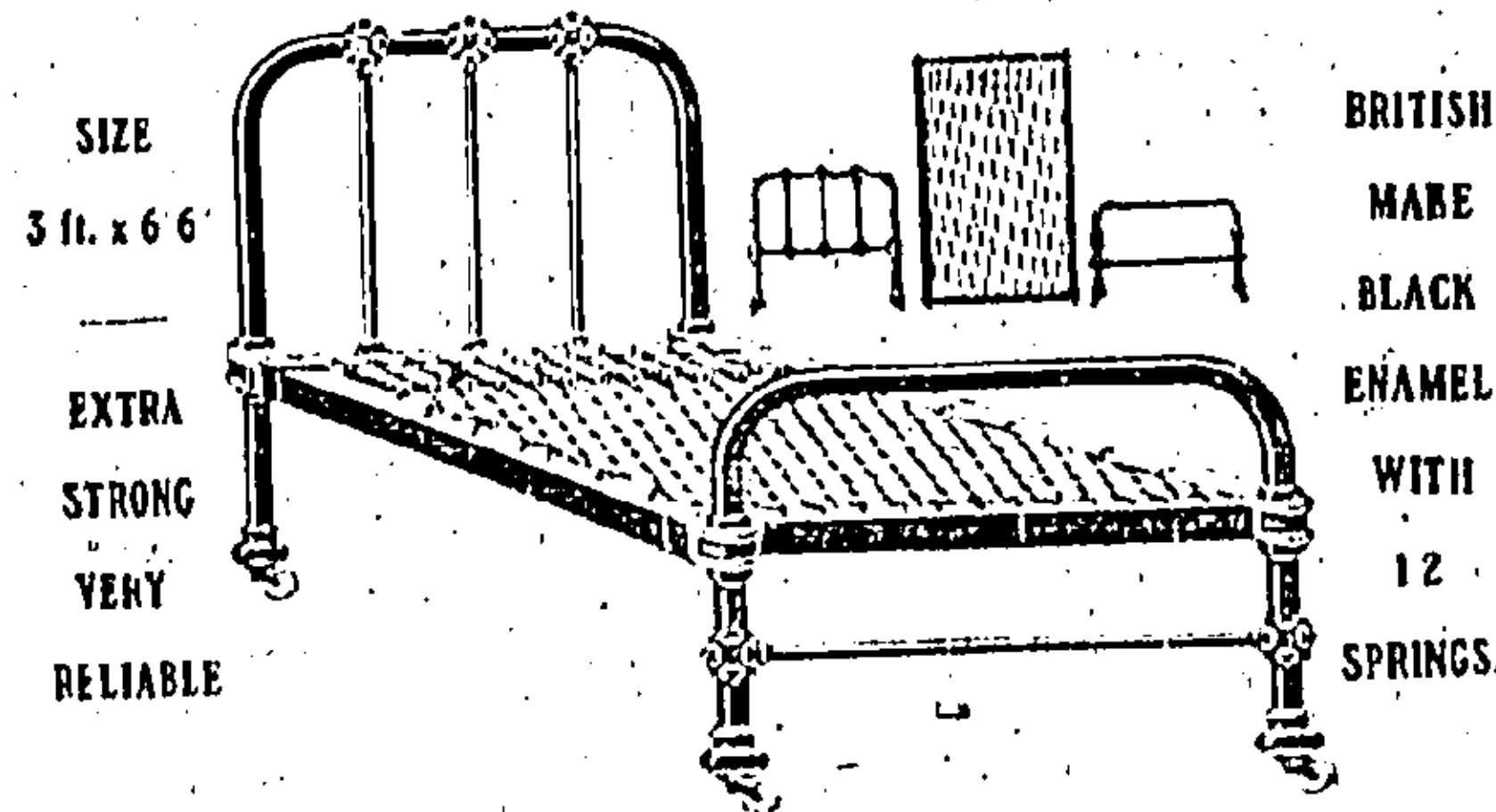
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COCAINE TRAFFICKING.

Woman Creates Scene at
Bow-Street.

On the charge of unlawfully offering to sell cocaine to two women, drug addicts, Lily Brentano, thirty, of Pennyfields, Poplar, appeared on remand before Sir Charles Dixon, at Bow-street Police Court last month.

Brentano, carrying a Chinese baby, was seen by two police officers to alight from a west-bound bus in High Holborn at the junction of Kingsway, and join the two women, who were waiting on the pavement.

The defendant, giving evidence on her own behalf, said that her real name was Rumble.

Mr. Carnot: Have you in the past been addicted to drug taking?—I have taken cocaine.

Have you had any cocaine in your possession during the last three months?—No; I couldn't get it.

Cross-examined, she said that she had been a cocaine taker "for the last few years on and off."

Mr. Sanders, prosecuting, said that the defendant had not been convicted before, but she had been suspected of trafficking in drugs.

The Magistrate: Is there any suggestion that the Chinaman she lives with has been dealing in cocaine?

Sergeant Yates: There has been correspondence.

The defendant was sentenced to six months' hard labour, and left the dock screaming wildly.

PAVLOVA ON DANCING.

Mme. Pavlova arrived at Plymouth recently accompanied by her company of 50 artists, after a very successful eight months' tour in the United States. She proceeded to Cherbourg for Paris. In interview, the famous dancer said the taste for dancing was improving. "I do not like the fox-trot, and jazz music is terrible," she added.

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Agents to advertise the
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by selling books of tickets
in connection with the New
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Interesting and profitable
spare time work, agents
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Full particulars upon
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THE FAMOUS
KENSINGTON CUP
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Original in Merchant
Tailor's Hall, City of London.

Sterling Silver (200 ounces)
\$550.00

SHERIFF BROS.

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Choosing After
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The

MORRISON

PIANO

Stands alone, used for
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Great
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Let us show you at
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MING YUEN

STUDIO.

You will realize the
fact that
WE ARE
SPECIALISTS in taking

CHILDREN'S PHOTOS when

you look at the "Telegraph's"
Picture Page (Saturday the 31st.
May) containing photographs
taken by us of some Hongkong
entrants for the British Empire
Baby Competition.

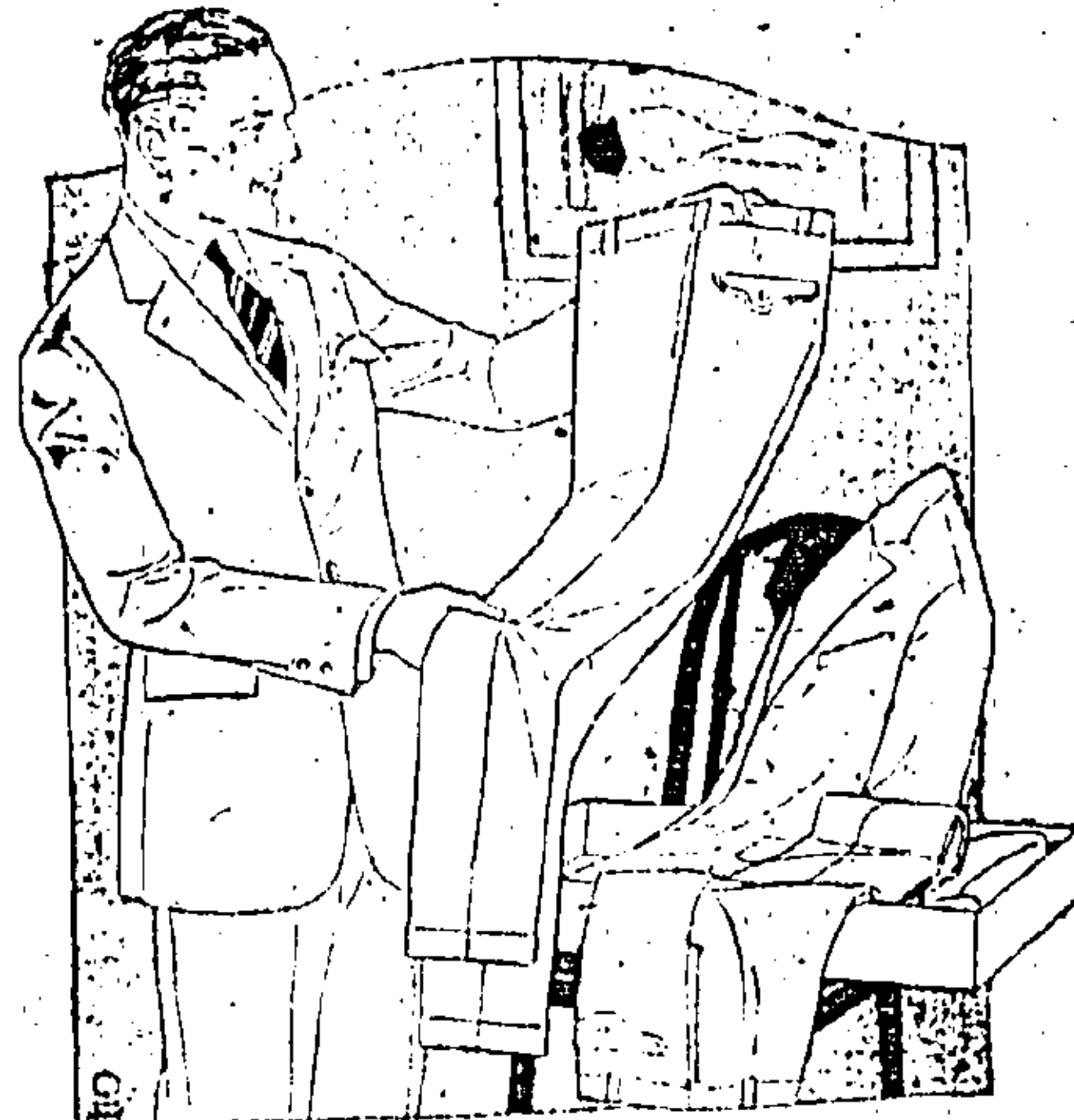
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OUR REPUTATION
STANDS BEHIND all
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New Summer Suitings.



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which make all the difference
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prices which represent the best
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Patterns will be sent on Approval.

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FINEST LONDON

DRY GIN

gives that distinctive excellence
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FOR EVERYTHING THAT IS SMART
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Only reliable quality materials
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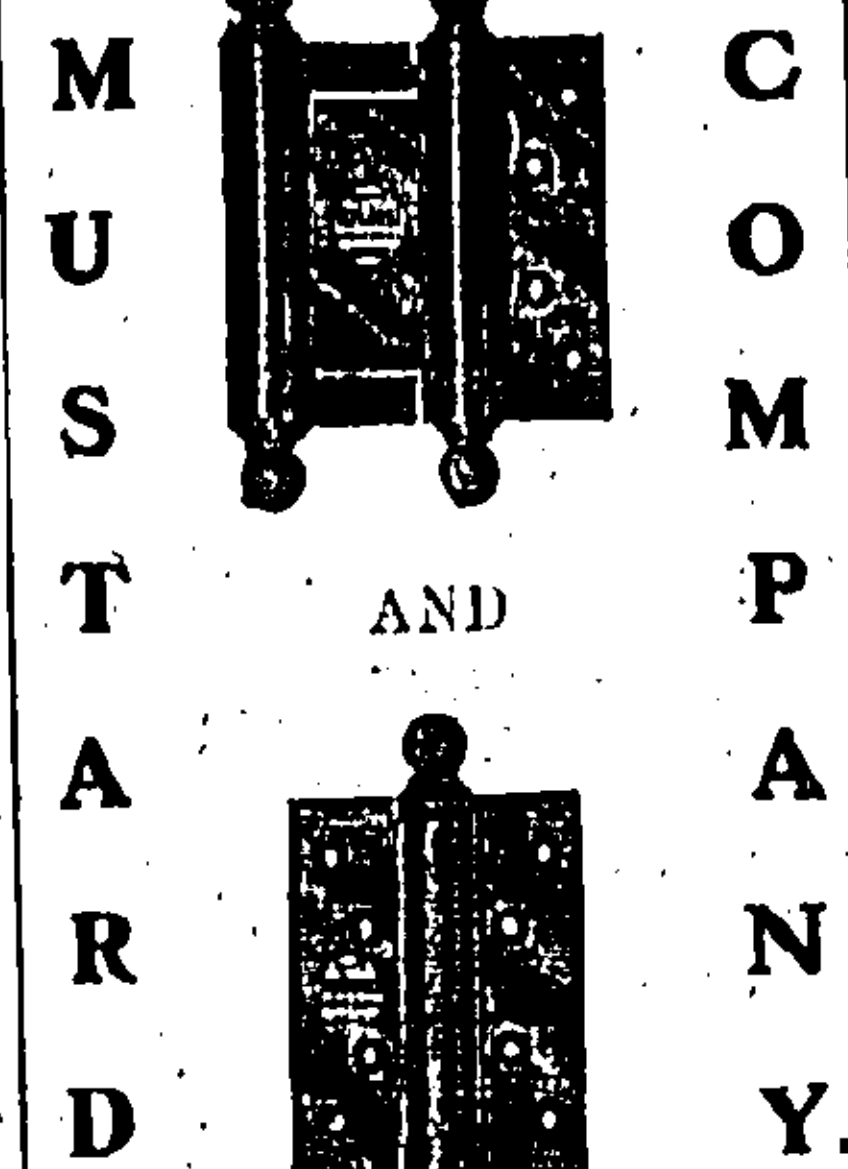
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EMBROIDERED BATISTE
NIGHTDRESSES
\$4.75 each.PRINCESS PETTICOATS
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From \$1.00 each.

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recommend as the most perfect fitting stocking made.CHICAGO
SPRING HINGES

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Tel. Central 1186.

DEATH.

SACHSE.—In England, on
20th June, 1924, Georgina Ada
Sachse. (By Cable.)

The Telegraph.

HONGKONG, 21st June, 1924.

THE FUTILITY OF AN
ASSASSIN.

To the French community will
be extended the deepest sym-
pathy in their loss of several
friends through the dastardly act
of an assassin. The condolences
of all communities will be offered
to the relatives of the deceased
and to the injured. This outrage
is another example of the futile
act of some demented individual
with a grievance, and, as in so
many cases of this nature, in-
nocent people are killed and no
one whatever is served. M.
Morlin will be congratulated on
his escape, and we can sym-
pathise with him in his distress
at the outrage taking place
during a reception given in his
honour by fellow countrymen
and countrywomen. One learned
of the affair with horror. A
peaceful gathering of guests,
justified in feeling perfectly
secure, and the sudden flash and
explosion of a bomb, dealing
death and destruction all round,
in one instance killing a husband
and wife; gaiety, laughter and
brilliance one moment, then the
shadow of death over the whole
assembly. In such a deed, near
at hand to us in Hongkong, we
can realise the utter senseless-
ness of anarchy, which seeks to
gain some nebulous end by foul
murder.

The authorities at Canton
have lost no time in expressing
their regrets, and condemnation
of this act by a hitherto unknown
assassin. The outrage did not
take place in territory coming
under Chinese jurisdiction, and
even were it proved that the
fiend responsible was a Can-
tonese (which it is not), no-one
could doubt that the Chinese,
officials and the man-in-the-
street alike, must view these
murders with horror. Unfor-
tunately, it was a case where
the assassin had ample oppor-
tunity for perpetrating his foul
scheme. No thought of such an
outrage at a well-known hotel in
a foreign concession could have
entered the head of the ordinary
individual. It was one of those
occurrences, fortunately rare,
which suddenly arise and take
us unawares, and shock the
public of five continents. We

hope, along with thousands of
others, that the murderer can be
brought to justice; but the life
of this wretch cannot atone for
the slaughter of people whose
only fault was that they happen-
ed to be within reach of a mis-
sile directed by a disordered
brain.

Radio in Schools.

"The radio schoolmaster" has
made his appearance in England.
We have just been reading that
hundreds of University students
in the Old Country sit in their
class rooms every day and listen
to lectures broadcasted by famous
educators from a London station.
Besides men and women promi-
nent in the teaching profession,
statesmen, artists, writers and
world travellers are included in
the programmes, and their talks
provide much informative matter
for those who are still undergoing
the educative process. These
facts show the extent to which
this modern science is being
utilised at home, and it contrasts
oddly with Hongkong's inaction
in this particular sphere. There
may not be the need here for
lectures by radio, but that wire-
less telephony could play a pro-
minent and useful part in the life
of the community there can be
not the slightest doubt.

Towing in Typhoons.

Recently there were published
in the Government Gazette details
of arrangements by which, during
approaching typhoon weather,
two naval tugs would be avail-
able to tow to shelter craft un-
able to take refuge on their own
account, it being stressed that
all mercantile and private craft
desiring assistance should be
ready with their ropes to be
taken in tow. A subsequent
notification stated that these
naval tugs could only be made
available for public service when
all naval movements were com-
pleted. A reader, commenting on
these notices, says: "In view
of the fact that weather con-
ditions are no respecters of
persons, and strike the just
(Royal Navy) and the un-
just (Mercantile Marine) alike
and simultaneously, it would
appear from the latest noti-
fication that 'all mercantile
and private craft' are likely to
derive little benefit from the pro-
visions of the first notification
made on the subject." That is
a neat and effective way of point-
ing out the weakness in the pre-
sent arrangement, though we do
not suppose that anybody will
quarrel with the naval standpoint
that the tugs should first of all
see to the safety of naval vessels.
The fact remains, however, that
no tugs can be in two places at
the same time, and though we
can well imagine useful aid being
rendered even after naval in-
terests have been seen to, the
great necessity, it appears to us,
is to hasten the provision of the
special rescue tug which the
Government has decided to place
in service during typhoon
weather. This boat could pos-
sibly be utilised for towing as
well. If not, then obviously some
better arrangements than those
now existing ought to be made.

JAPAN AND AMERICA.

American Note Considered
Empty.

Tokyo, June 20.
While generally appreciating
the sincere and friendly tone of
the American reply of June 18
the papers here agree in declar-
ing that it is empty and theoret-
ical, and fails to answer Japan's
contention. It is indicated that
Japan will keep the question
open until a more favourable
opportunity, presumably after
the American elections and the
Assembly of a new Congress.

INDIAN BOMBERS
SENTENCED.

Calcutta, June 20.
Two Bengalese, who were
caught red-handed when the
police discovered a complete
bomb factory here in March,
have been sentenced to ten years
and seven years' transportation
respectively, for possessing live
bombs.

AMERICAN FLIERS REACH
RANGOON.

Rangoon, June 20.
The American world fliers
have arrived here. —*Reuter.*

DAY BY DAY.

WHO KNOWS WHETHER THE
GODS WILL ADD TO-MORROW TO
THE PRESENT HOUR? —*Horace.*H.M.S. Magnolia arrived in
port yesterday morning.Mr. Henry S. de Vault has been
recognised as auditor for the pur-
poses of the Companies Ordinance.Near the City Hall a Chinese
was yesterday knocked down by
a taxicab and was removed to the
Government Civil Hospital.His Excellency the Governor
has appointed Mr. Thomas
Edward Jackson to be Assistant
Government Marine Surveyor.It is notified that the name of
the Hongkong Wai Man Savings
and Investment Association,
Limited, has been struck off the
Register.A memorial service to the late
Dr. Wu Ting-fang is to be held at
Canton under the auspices of the
Kwangtung Rehabilitation Com-
mittee on the 23rd instant.We are asked to state that the
concert arranged to take place to-
night at the Water Police Station,
Kowloon, has been postponed on
account of the inclement weather.A coolie living in the Wing
Yick matched was taken to the
Government Civil Hospital last
night suffering from a wound in
the abdomen, inflicted by another
coolie. His condition is rather
serious.News has just reached the
Colony of the approaching wed-
ding, next month, of Mr. T. Petrie
(formerly editor of the South
China Morning Post) and Mrs.
W. Davison, widow of the late
Mr. William Davison, of Kowloon
Dock.To the list of medical practi-
tioners has been added the name
of Dr. John Peat Muckle, Matilda
Hospital, Member of the College
of Physicians and Surgeons,
Ontario; Doctor of Medicine,
Master of Surgery of the Queen's
University, Ontario.The new committee of the
Chinese Recreation Club has
elected the following officers for
this year:—Chairman, Mr. Ng
Sze-kwong; Hon. Secretary, Mr.
K. L. Chan; Recorder, Mr.
Cheung U-fan; House Steward,
Mr. Leung Kam-kong; Ground
Steward, Mr. Yew Man-tsun.On June 30th, there will be sold
R.B.L. 248, situate near Stanley,
and having an area of about
15,700 square feet. The upset
price is \$785. On July 7th, Kow-
loon Inland Lots 1797 and 1798,
containing 1,984 and 21,080 square
feet respectively, will be sold, the
respective upset prices being
\$2,975 and \$34,320.The remains of a Chinese who
died, apparently from the poi-
sonous effects of some Chinese
medicine which he took to cure
an ailment, were removed to the
public mortuary yesterday. A
postmortem examination will be
held. Meanwhile the native
physician who administered the
medicine has been detained by
the Police.In attempting to fly late yester-
day afternoon, Mr. H. W. Abbott,
who had hoped to go out to meet
the Portuguese aviators, had the
misfortune to crash badly. A
crosswind carried his machine
against some telegraph wires
when he was about forty feet
above the Kowloon City reclama-
tion, and he came down with
sufficient force to wreck the
plane. He was pinned under the
wreckage, but when extricated
was found to have received no
worse injury than a severe bruise
and shaking.APPEAL TO SOUTH
AFRICAN DUTCHMEN.

Cape Town, June 20.
It is learned from Pretoria that
Tielman Roos, the leader of the
Transvaal Nationalists, writes to
the Dutch newspaper *Ons Vader-
land* inviting "our South African
Party brothers to unite with us."
He says the Nationalist party
will act moderately and fairly
and hope to create a better
future for the country. He urges
the reunion of all the Dutch
desiring to develop and build up
South Africa. —*Reuter.*

Bulls and Inners

From the Office Butts.

The O. B. I. (*avec salut d'amour*)
is this week awarded to Mr. J. W.
Franks for conspicuous persis-
tence in jealously safeguarding the
rights and dignities of his office.

Police and warders should
remember that saluting strength-
ens the muscles of the right arm,
which can thus be used to good
advantage in the canteen.

The taxi driver who deserted
his machine after knocking over
a coolie, is due in Peking to-
morrow.

A Yaumati cook has got the
"cat" all to himself.

Garden Hint:—Over-ripe por-
simmons are useful for throwing
at shroffs.

New definition:—A sidewalk is
a place where you wish people
would get out of your way.

Looks as if MacLaren is going
to knock spots off the American
flora for speed. According to the
China Mail, he should, "given
good weather conditions, be in
Hongkong in six or seven days,
the distance being 21,500 miles."

Home Hint:—Wear your oldest
clothes when opening a bottle of
olives.

Swearing at Central with the
receiver at your ear is not polit-
e. It is also bad form to curse the
Taiwan where he can hear you.

MacWhirter says money these
days doesn't go so far as it used
to, but it still goes far enough to
forget the way back.

It is premature to say that the
Chinese moulders want a 60 per-
cent. increase of pay. What they
want is more time to spend it.

Our educated compositor nearly
started something the other day
when he sent in a proof of an
S.P.C.A. case with the heading
"Cruelty to Passants."

"Beggars' Hopora" would
have been a good description for
the recent disturbance at the
Central Police Station in which
wooden legs and crutches were
freely used.

By a happy choice of words,
Router used the right adjective
when, in a recent cable, referring
to "the allegedly damning evi-
dence against Damini."

If you must join something,
why not the Navy League?

Just when we begin to think
everything is all right these mis-
tunes begin to get obstreperous
again.

A man absent from the Colony
can hardly be expected to serve
on a jury.

Still one never knows. The
names of a lot of people now at
Home figured among the guests
at a recent Government House
reception.

Charles Fung is one of the
members of the Hawaiian
Olympic swimming team. Sup-
pose he's Mah Jongg's son.

"Smuts Defeated," says a news-
paper hading. So's the Sanitary
Department by the chimney just
opposite our office.

A man never realises how high
silk stockings go until he sees
them worn with a bathing suit.

Half the fun of golfing to a
Government servant is the knowl-
edge that he ought to be working
instead.

It's often an accident when a
motorist arrives at his destination
without having one.

Last Tuesday was Bunker
Hill Day. There was, however,
a poor turn-out at Fanling.

We can't have everything. If
we get the water, we've got to do
without the bowls.

"Moods and Their Control" was
the title of the lecture this week
at the Theosophical Society. Now
if it had been "Fords."

The course in flogging at the
Philippines University has been
abandoned. Looks as if there
will be a crop failure this year.

Smuts got one in the eye the
other day.

If you don't want to be arrested
keep away from Chinese tea
parties.

The celebrated architect
who lectured on "Colour at
Wombly" ran a risk of starting
another racial dispute.

What's the use of jailing
banishes when the goal is too
full to hold them?

Some of these coolies apparently
don't care whose car knocks them
down.

According to a contemporary,
the remains of a mad bull have
been sent to Kennedy Town for
cremation. The steak market
has toughened on receipt of the
news.

With the approach of summer,
relations between China and
Russia appear to be warmer.

Motor Note: When the police-
man doesn't see it, a rear light
costs you \$5 these days.

The trouble with this arms
traffic is that it has too many
ways of getting away.

The recent Test match appears
to have been too hard for at least
one local newspaper office.

The lawyers are wondering
what they'll do when all these
housing cases are decided.

Judging from the fare, it looks
to us like escaping hotel charges
to take a trip to Foochow these
days.

Holland has her windmills, but
Hongkong has its public men.

A cockatoo is a broadcaster
that needs no aerial.

A Taikoo man's recent inven-
tion reminds us that in Ice House
Street they separate, and the
like, but require no steam.

Most of us live expensively to
impress those folk who live
expensively to impress us.

The penalty of popularity. A
good dancer can't eat onions.

According to a New York
judge, playing mah-jongg is not a
crime. To which we'll add that
arguing about the score is.

One advantage about wearing
tight shoes is the joy you get
when you take 'em off.

We know a Kowloon man who
has decided to move so that he
may meet somebody he doesn't
know.

Mr. Roy Chapman Andrews,
discoverer of the dinosaur's eggs,
is due back soon on his way to
the Gobi Desert. There is no
truth in the story that Mr. Tse
Tsau Tai will accompany him on
a search for limestone.

Hongkong opticians are said
to be busy these days. Probably
due to looking at some of our
bathing beauties.

Ponies are all right, but a
motor car never sticks its foot
through a hole in a bridge.

Any man will get mad if his
wife tells the neighbours how
much money they owe.

We understand that in order to
relieve the nerve-racking silence
in the vicinity of the Sisters'
Quarters at the G.O.H., the
Government contemplate the
purchase of a barrel organ, *sans*
ginge.

We thought everyone knew
that they couldn't leave the goal
without notice!

A sign of progress. You can't
swear at a Kowloon man
nowadays.

An easy-going man, unlike a
car, never gets very far.

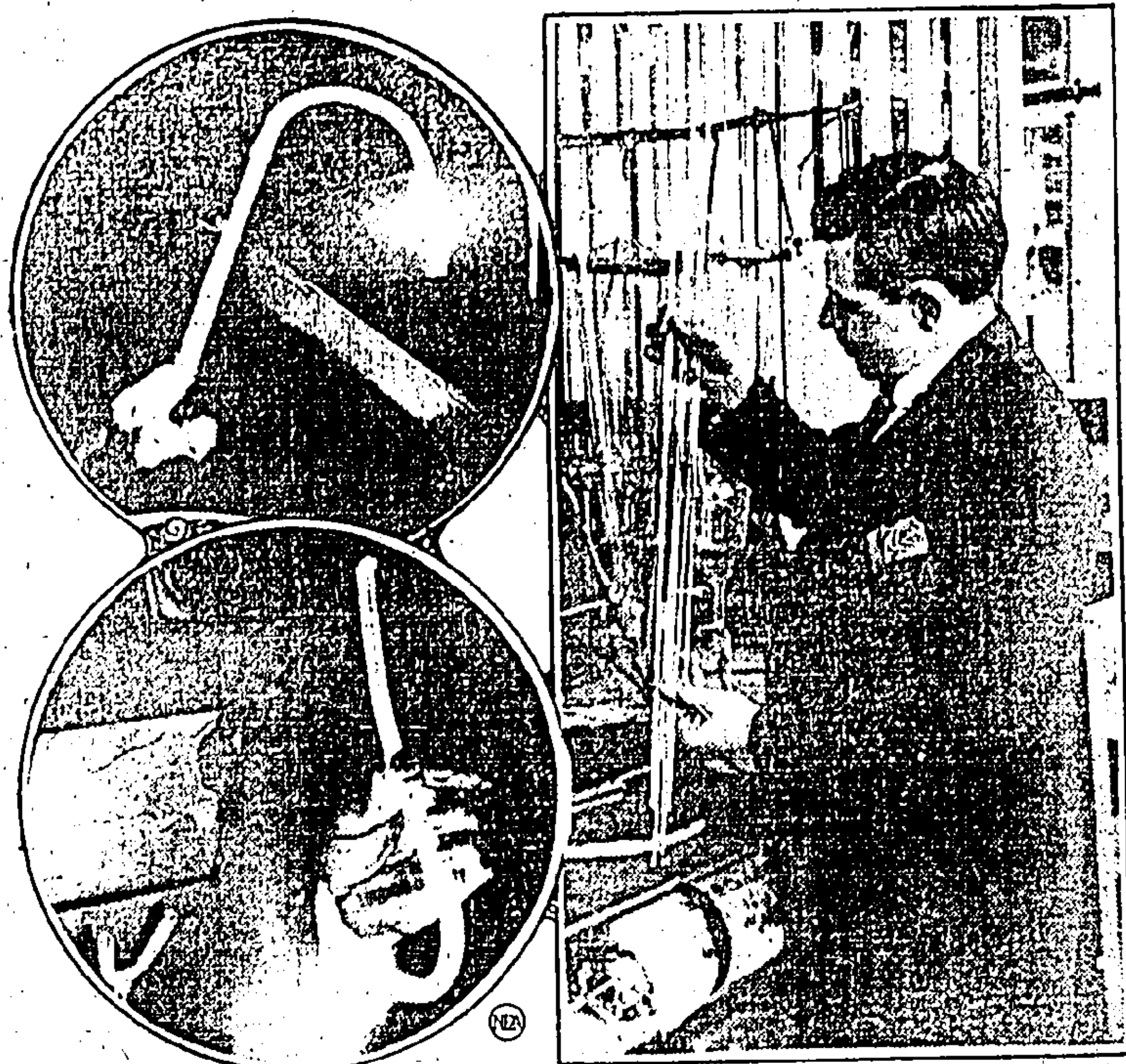
A friend is somebody who
knows all about you and likes
you just the same.

Every man has a right to keep
his opinions to himself.

The easiest way to get a man
mad is to spell his name wrong.

ALL ABOUT FUSED QUARTZ.

Bends Light Rays : New Cure for Diseases.



ANOTHER WONDER OF THE AGE! THE PHOTO IN THE UPPER LEFT SHOWS LIGHT BEING DIRECTED THROUGH A CURVED BAR OF FUSED QUARTZ AND DIRECTED ON A PRINTED PAGE IN A DARKENED ROOM. BELOW A BAR OF QUARTZ BEING TREATED IN A BLOWTORCH. AT THE RIGHT DR. E. L. BERRY, INVENTOR OF FUSED QUARTZ, AT WORK IN HIS LABORATORY.

Soon the windows of your house may be made of quartz instead of glass. Stranger still, you may have a light in one room that travels invisibly, bending along its course into another room where you may read by it.

But of far greater importance, fused quartz, one of the most amazing substances to be contributed to science, promises to give access to ultra-violet rays which are counted upon to cure almost any disease.

Perfection of fused quartz has just been announced by the General Electric Company laboratories at Lynn, Massachusetts. Dr. Edward L. Berry, assistant director of the Thomson laboratory, is the man responsible for its perfection.

In an interview, Dr. Berry explained the properties of fused quartz, demonstrating its possibilities with tests that astonished.

"It is my belief that many of our diseases are caused by our indoor living," he continued. "If we lived in the sun there would not be so many germs. Thus, in our present mode of living, we have to find something that will make up for the loss of sun we suffer. Fused quartz can go a long way in that direction."

"A rod of it, one meter long, will omit at one end about 93 per cent. of the total visible light passed into the other end. In the best grades of optical glass the percentage is not more than 65. Thus ultra-violet rays of the sun can be strained through fused quartz and directed into parts of the body hitherto inaccessible."

"It has been possible for many years," Dr. Berry declared, "to make fused quartz by hand labour and in the ordinary blast flame. The art of making fused quartz dates back to 1839 when Gaudin in France discovered its thermal properties."

However, it was left to Dr. Berry, who has worked for ten years with his experiments, to perfect a process that would permit of quantity production.

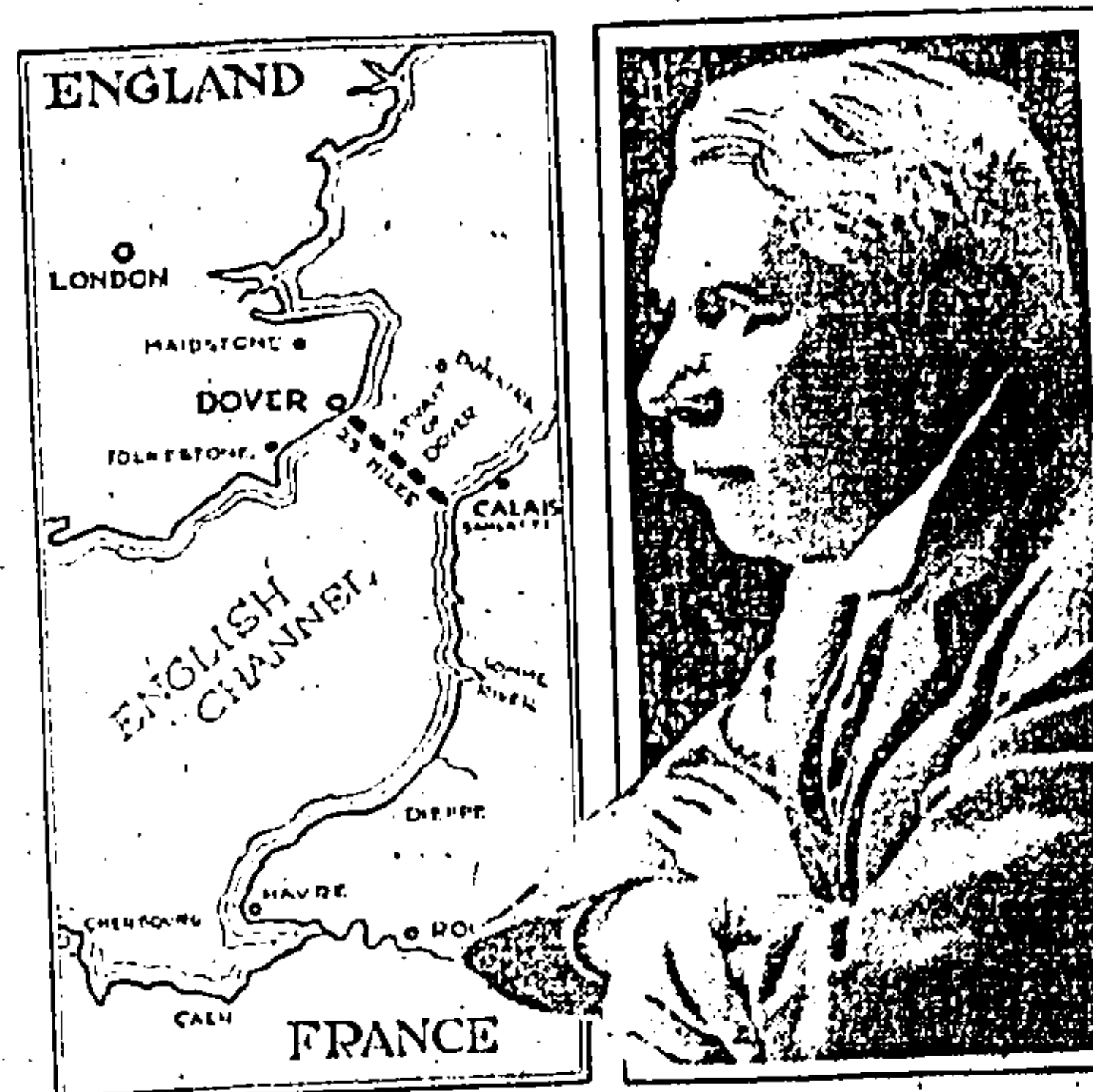
Bolled under 4000 degrees heat, the quartz is freed of its impurities under 1,000,000 pounds pressure in Dr. Berry's huge electric vacuum furnace. It is then molded into rods, tubes and various shapes, the entire process taking no more than 45 minutes.

Cost of producing fused quartz is yet prohibitively high. Close to \$500,000 is believed to have been expended in perfecting the fused quartz.

"But before we thought of costs," Dr. Berry said, "we had to know whether or not we could produce the substance. Now that we know we can there will be steps taken to bring it within reach economically."

THE CHANNEL TUNNEL SCHEME.

Sir William Bull Answers Some Objections.



HOW THE PROPOSED TUNNEL WILL LINK ENGLAND AND FRANCE. AT THE RIGHT: SIR WILLIAM BULL, CHAIRMAN OF THE PARLIAMENTARY COMMISSION ON THE TUNNEL.

Just so soon as the British always been blocked by British Premier, Parliament and War Department sanction it, work will be started on construction of a 36-mile tunnel under the sea, to connect England with the continent of Europe.

It will be the greatest tunnel in the world—far longer than those through the Alps and the Andes and in under-water extent making the Hudson tubes in New York look like toys. It has been the dream of engineers, railway men and financiers for nearly a hundred years and the dream has

Interviewed on the project, Sir William Bull said:—"It looks as things to make it easy for man to build the tunnel and to build it at the points where the distance

between England and France is the least. That point is between Dover on our side of the English Channel and Sangatte near Calais on the French side. The tunnel would be 36 miles in length, of which 24 would be under the sea.

"It is really proposed to build two tunnels, one for each line of railway. In this manner the size would be kept within reasonable bounds and the difficulties of ventilation would be lessened. It is estimated that the entire project would cost £29,000,000 and that it would yield a profit of 5 per cent. on the investment. There will be no trouble about finding the money. One half will be supplied here and the other half by French financiers. But the chances are that the French would let the Belgians and the Italians take a share of their holdings. Once the government gave its consent if nature had specially prepared to the project, the British tunnel company and the French tunnel company would supply the needed money within a week. It will take five years to build.

"One of the main objections to the tunnel in the past has been that it might serve as a means of invading England. But this tunnel would be so constructed that in time of war, by pressing a button in Dover or in London, the tunnel could be flooded in a small section near the Kentish coast, forming an effective water lock. This dip in the tunnel would fill up with water in a few hours.

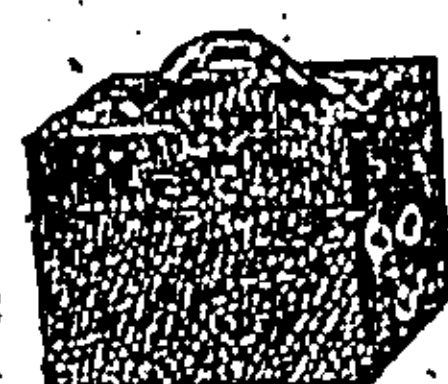
"It has been asked whether a submarine or an aeroplane of a hostile country could not destroy the tunnel by dropping a heavy bomb on the bottom of the channel in the line of the tunnel. But our engineers do not think this is possible. Not only would the tunnel have 180 feet of sea water above it, but it would be 130 feet below the bed of the sea."

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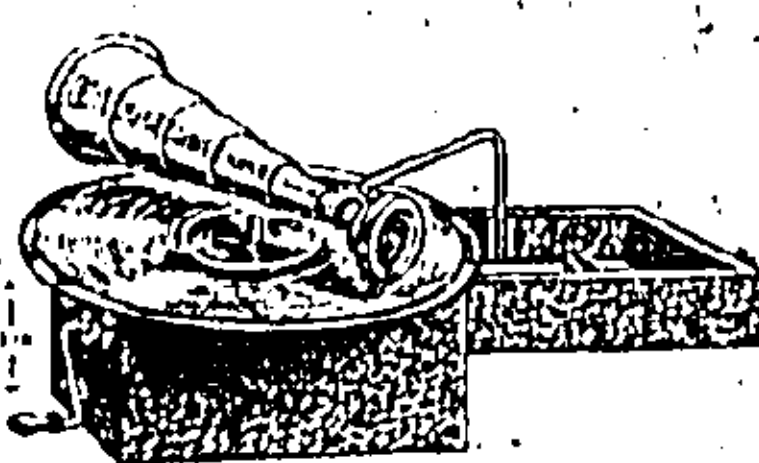
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SPORTS PARS.

Interesting World Items.

Lord Ernie is the new president of the M.C.C.

P. G. H. Fender had the distinction of scoring the first 100 against the South Africans.

At their annual meeting, Kilmarnock F.C. reported profit on the season of over £1000.

The surpluses from the Scottish Rugby trials last season were as follows:—Edinburgh, £235; Glasgow, £105; and Galashiels, £43.

In an Association football match at Prague, Cardiff City beat the Czechoslovak Olympic team by three goals to two, the score at half-time being 2-1 in Cardiff's favour.

Orr, the Third Lanark back, has been signed on by the Greenock Morton Club. He had a free transfer.

Staffordshire County C.C. have made arrangements with S. F. Barnes to play for them during the season. He has not taken part in County cricket since he assisted Staffordshire in 1914.

Mr. George Thomson, Dean Club, Edinburgh, the new president of the Scottish Bowling Association, has been on the Council of the Association for fourteen years. He is an international player.

Playing over the West Lothian golf course, Miss Farquharson held the short ninth hole (70 yards) off her tee stroke, and on the same day Mr. Harrower did likewise at the seventh hole (120 yards).

The Slavia Football Club beat Cardiff City in a match at Prague by three goals to two.

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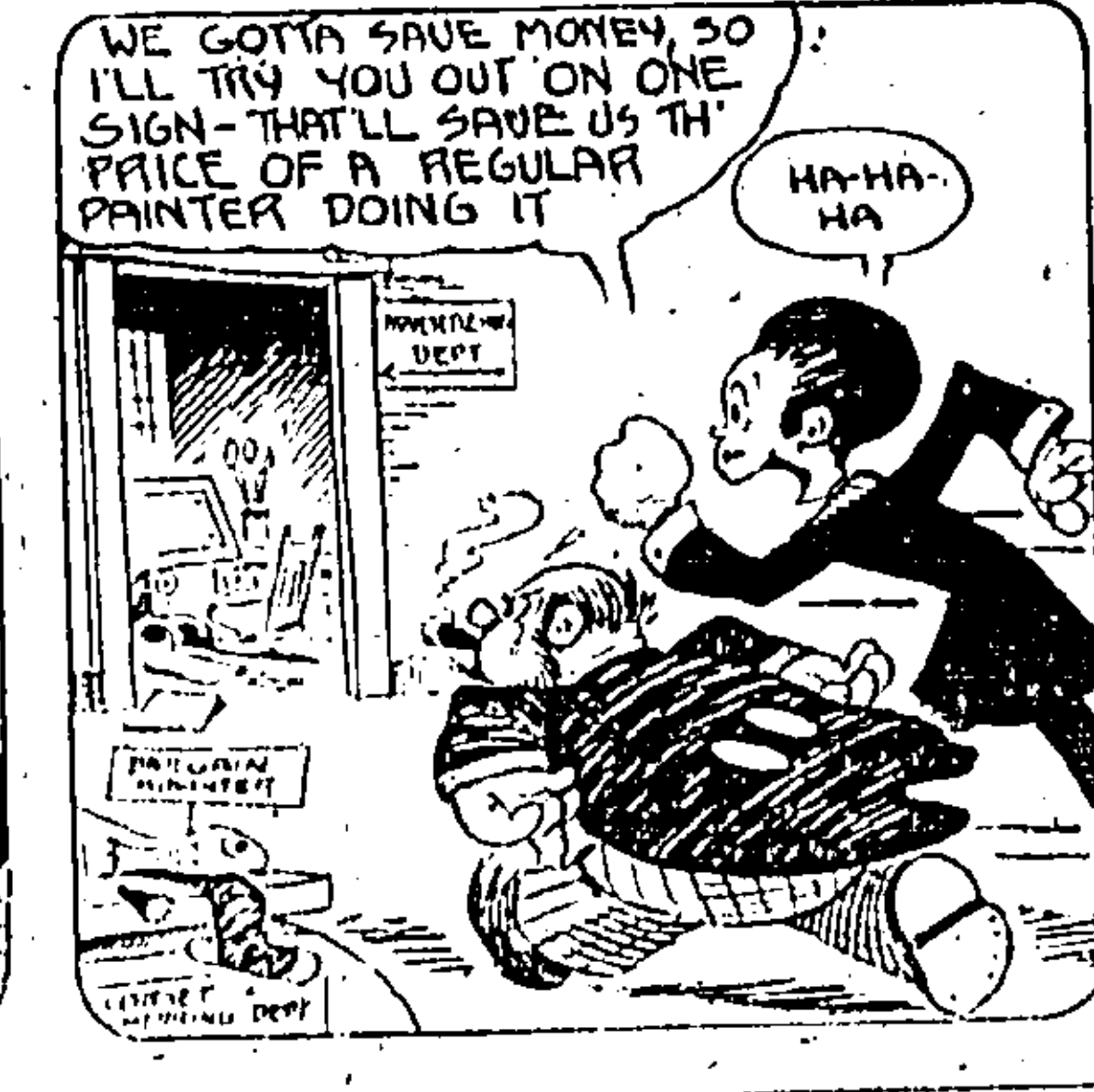
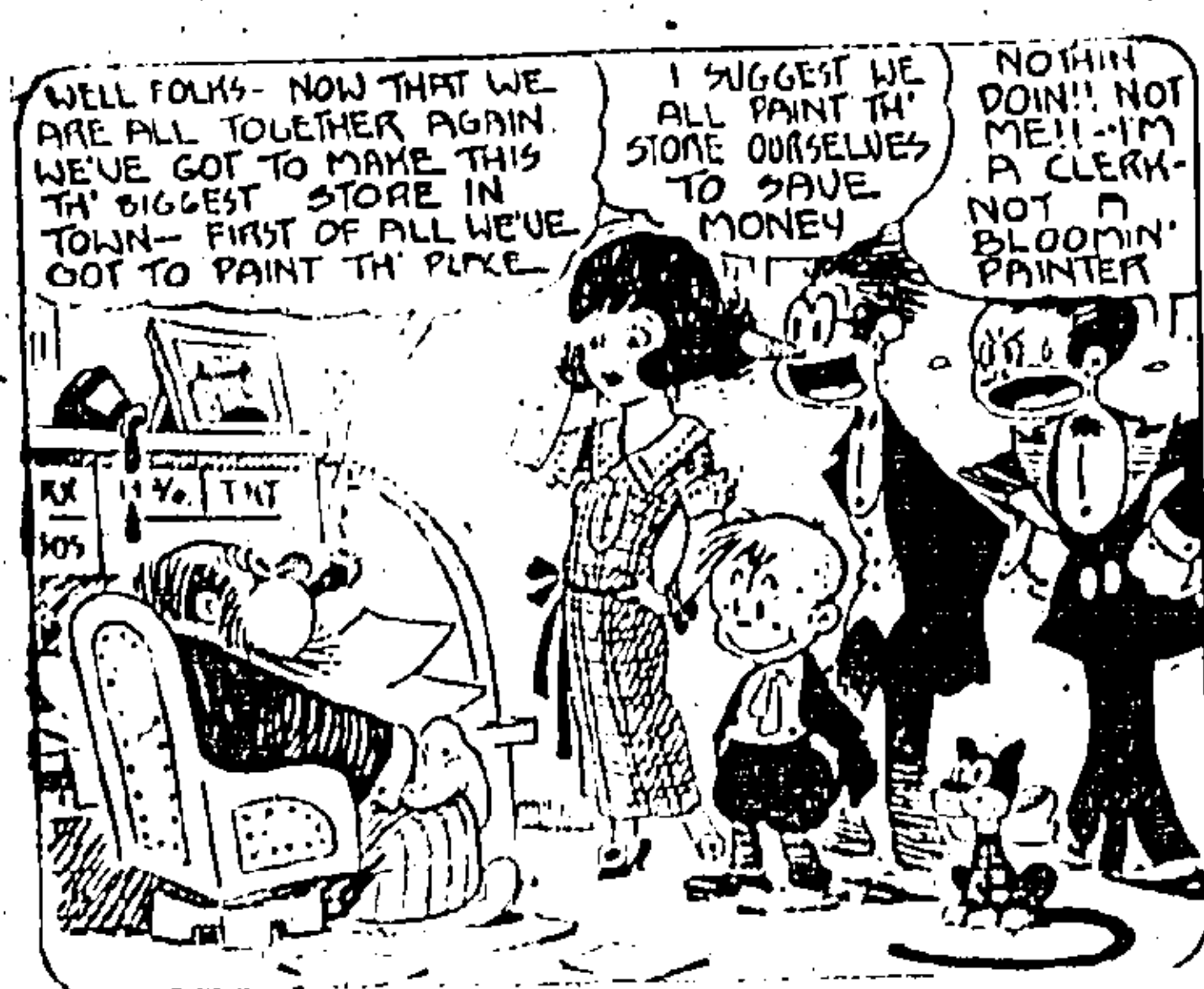
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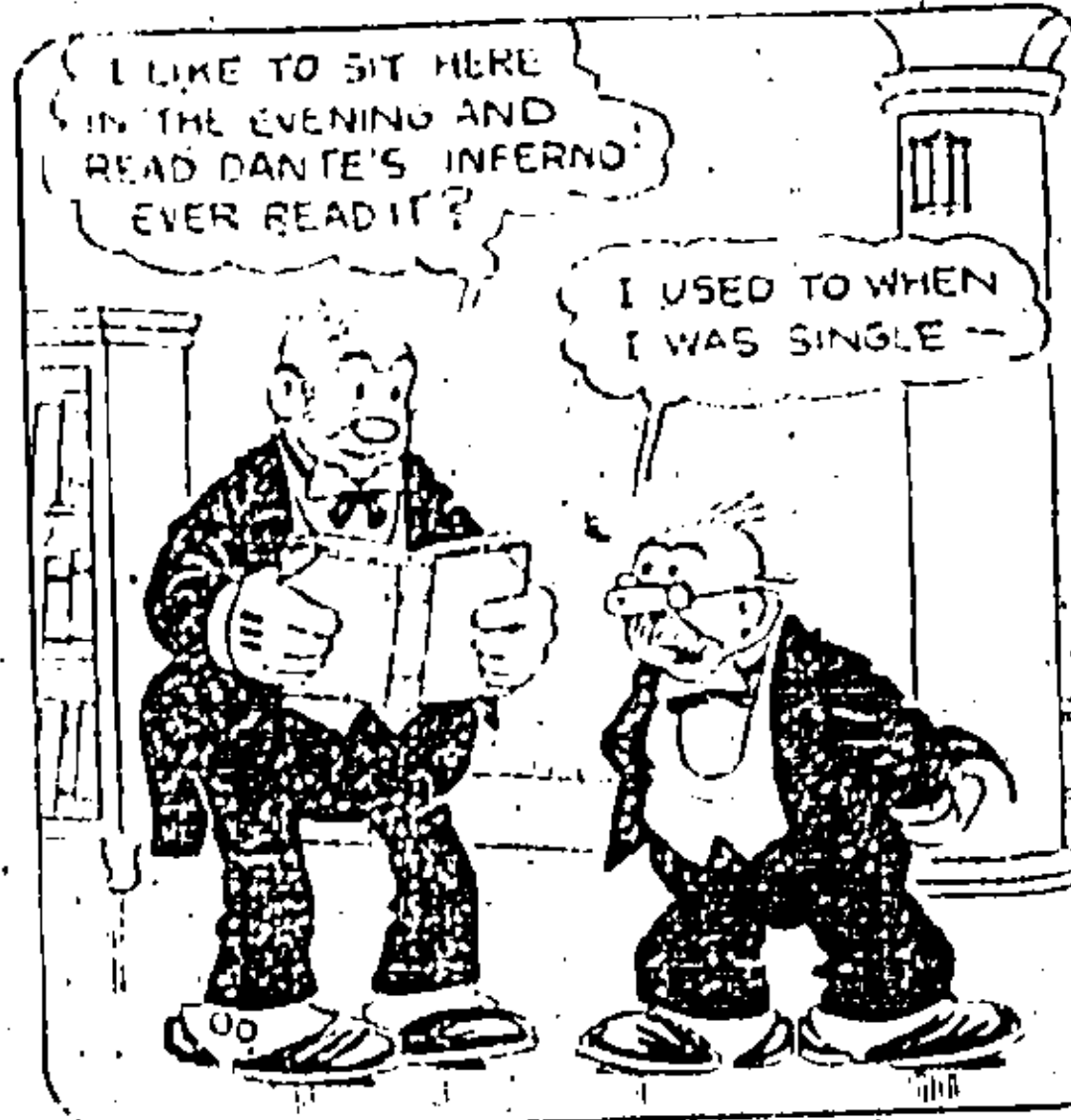
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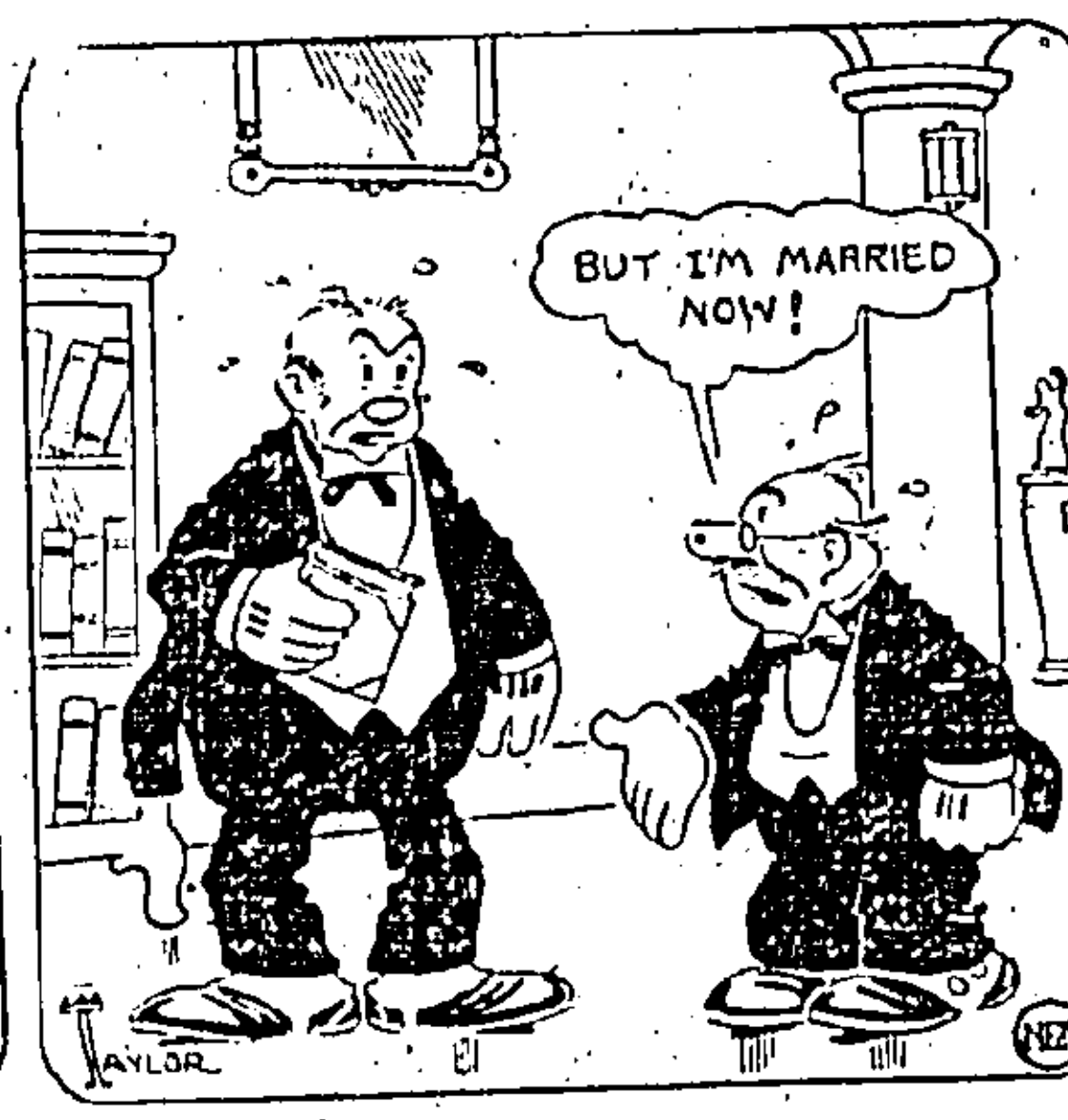
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ITS AND HER BUDDIES



The Eyes Have It



By Martin

Washington Tubbs II



By Crane

FRECKLES AND HIS FRIENDS



The Exception to the Rule



BY BLOSSER

FUNNY STORIES.

High Finance.

Bertie—When old Goldbag married Flo, why did she say she was only 24?

Sylvia—She made a discount for cash.—*Tit-Bits.*

Signs of the Times.

Guard—This is a smoking compartment madam.

Young Woman—Oh, good! Have you a match.—*Answers.*

On the Face of It.

"Is this a portrait of your fiancée?"

"Yes."

"I suppose she must be very wealthy."—*Passing Show.*

Quick-Change Artist.

Beggar—Ah, madam, I wasn't always blind!

Lady—No. Yesterday you were deaf and dumb.—*Pele Mole (Paris).*

Procrastination.

Easterne—I suppose you've killed your man?

Bored Westerne—Not for a long time.—*Life.*

Well-Timed.

Doctor—You are all right. Your pulse is regular as clock-work!

Patient—You have hold of my wrist-watch.—*Kurikaturen (Christiania).*

Uses of Adversity.

Curious person—So you've left the side show, Major Runtleigh.

Famous Dwarf—Yes, all my family and I have a new line.

"What is it?"

"Being photographed in small touring cars so as to make the cars look big in the advertisements."—*Judge.*

Something To Say.

Husband—When I married you out of the chorus, I didn't expect you to nag me all the time.

Wife—Well, you see, this is my first speaking part.—*London Mail.*

The Radio Instinct.

Irate Wife (discovering scoff-law husband on front steps fiddling with door-knob)—What are you doing there, Wabster?

Husband (continuing to turn knob)—Fah! I'm trying to get Pittsburgh!—*New York Sun.*

Modesty.

Mama—You shouldn't be so vain, Emily. You are always looking into the mirror.

Emily—I'm not vain, mama. I don't think that I am half as good looking as I really am.—*Answers.*

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'PRINTED CREPE DE CHINE.'

(Special to "Hongkong Telegraph.")



Printed crepe de chine is very chic, and these simple frocks are made chiefly of it. The first frock is made with a double tunic, and the batteau shaped neck is matched by a tiny pointed shoulder piece. The second frock is of lemon crepe de chine with large wedge-shaped blue rings printed on it, combined with plain lemon silk. The hat that is worn with it is also of the same plain and printed crepe de chine.

INTERESTING ITEMS.

Huge, floppy hats worn for midsummer are bound to be popular, not only because they are such a decided change in millinery but because they are so irresistibly becoming with the dainty summer frock of organdie or lace.

Ostrich has returned with a vengeance this year, not for hats, but on gowns and wraps for afternoon and evening.

A DAINTY FROCK.



Above is pictured a simple pleated outfit of white tunic, crepe embroidered at the belt, sleeves and neckline. It is the simplest of all frocks to make at home, because the pleater does the work. It is lovely in delicate colour or even in black.

ALL ABOUT WRINKLES.

Wrinkles are not necessarily a sign of age. Very dry skins, unless they are properly treated, wrinkle very early in life, and the use of hard water and indifferent soap is responsible for more "crow's feet" than all the fingers of Old Father Time.

If your skin is dry and you wish to escape premature wrinkles you must feed it not once now and again, but regularly twice daily—night and morning—for only in this way can you supply the lack of natural oils which keep the skin soft, smooth, and youthful.

At night wash the face and throat in hot water, using a good, superfatted soap, dry it, then, while the skin is still warm, spread a greasy cream on both face and throat, smoothing it gently over. It is always a mistake to rub the skin, as this is liable to stretch it and helps to deepen the lines. This applies to every part of the face except the "frowning" wrinkles between the eye-brows, and as the skin here is generally rather firmly stretched the lines can be gently massaged with balls of the first and second finger, rubbing round and round in a circular direction.

In the morning, after washing the face with warm water, to which half a tea-spoon of simple tincture of benzoin has been added, dry with a soft towel and pour a little oil of sweet almonds into a saucer. Make a pad of a small piece of medicated cotton-wool, dip the pad into the oil, and pat it into the skin. Leave for a couple of minutes; then take a fresh piece of the wool and wipe the face over. This will remove all trace of greasiness, but sufficient oil will be left to form a foundation for a dusting of powder, and will be much better for a very dry skin than the use of a vanishing cream.

Before treating facial wrinkles the skin should always be washed in warm water to soften it, and when the wrinkles are very deeply marked it is a good plan to wring a piece of Turkish towelling out in boiling water and hold it close to the face so that the steam from it may play upon the skin.

And when you are applying cream to your face never forget that your throat would be grateful for a little attention.

RIBBON FLOWERS.

Ribbon flowers very often add an extra finish to those which Suzanne Longlen invented for keeping the hair in place during a vigorous set of tennis. As bright colours always lend themselves better than sombre ones to the foil of bright summer days, girls with imagination and clever fingers will be able to make themselves quite a number of charming head-dresses of the tennis season with lengths of ribbon and strands of ribbon flowers.

FASHIONABLE LUGGAGE.

There must be some sort of a league between trunk makers and tourist agencies these days, because the former are making such practical and delightfully compact articles for travel that one would need to be a confirmed hermit to resist their appeal.

The point in which the modern dressing-case differs so vastly from the old-fashioned model is in its fittings. Not so long ago a woman who wanted a dressing-case was obliged to purchase one fitted with a dozen and one bottles and objects for which she would never have the slightest use, and which would never do anything else but render her case heavier than need be.

Now, dressing cases are fitted with all sorts of useful bottles and receptacles to hold talc powder, facial astringent and cold cream, rouge pot, eye and eyebrow pencils, not forgetting the ever-necessary stick of lip salve.

In the more luxuriously fitted cases, as well as the case of manicure tools and unctions, there is even a small-sized electric nail polisher, fitted with a mechanism (like certain makes of electric irons) that enables one to change the voltage from the 100 to the 200 volt range, and so switch on a current, no matter what the voltage in the

country, district, hotel or house in which one happens to find oneself. Pigskin is the fashionable hide for dressing and suit-cases of all kinds, and the lining may range from a brightly-figured toile de Jouy or cretonne to a deep-coloured corded silk.

SIMPLE AND PRACTICAL.



Here is a frock at once decorative and practical. It is of grey satin trimmed with rows of narrow braid faggoted together, and with bell-shaped sleeves richly embroidered. The cut is very simple, merely a straightline frock, unbelled, but the general effect is excellent.

THIS WEEK'S RECIPE.

Coconut Cakes.
Required: 1/2 lb. of flour, pinch of salt, one level teaspoonful of carbonate of soda, 2oz. of margarine, 4oz. of caster sugar, one gill of sour milk, two tablespoonfuls of desiccated coconut, one egg, vanilla essence.
Sieve the flour, salt, and carbonate of soda. Beat the margarine and sugar to a cream, add the egg, and beat well. Stir in the flour and milk alternately, using more milk if too dry. Stir in the coconut, mix well, and put into small cake tins greased and dusted out with flour mixed with sugar. Bake in a moderate oven for 20 minutes. When cooked turn out, and, when cold, paint over with sieved jam, sprinkle with chopped coconut.

FURNISHING NOVELTIES.

The fashion for Empire and Directoire design in dresses is being carried into interior decoration. Thus we have window curtains and upholstery brocades striped in alternate bands of deep, rich Empire green and gold colours, or old blue and delicate rose will meet in others. The designs of laurel wreaths, Roman axes and classic acanthus abound, and in curtain chintzes, as well as in dress silks, we find flower-sprigged patterns on a white or creamy ground tone.

Cushions are one of the chief points in modern interior decoration. There is the pin-cushion-shaped cushion, solid, yet soft, which reposes on the floor of the boudoir. It is often of black velvet but we have seen it covered with rich coloured cretonne, or even with cloth of gold. There is the long, cylindrical cushion, also rather firm in texture which may form a foundation for the pile of pillows on the couch, or may itself lie on the floor. It is covered with a rich brocade, and it trails long tassels from either end. There are round cushions covered with black and white skunk fur, so arranged that the stripes make concentric zig-zags about the

IT'S SILKEN HAIR.



They're wearing silk wigs in London now. The fad has just originated but it's spreading quickly to other parts of England.

cushion. And now the latest thing is the round cushion of velvet fringed with monkey fur.

One of the prettiest floor-coverings is the string rug. These rugs are woven of a strong, varnished string, in two colours; the patterns are sometimes striped or checked, sometimes showing a plain centre and a geometrically-figured border.

FOR THE POWDER PUFF.

A dainty form of vanity case is a small, flat, round box with three handsome silk tassels falling from centre and sides. It dangles from the wrist by a silken cord, and within the spring lid is a powder puff.

Suggestive of the Orient is a wide, shallow powder bowl, with a large tassel of silver or gold metal to act as a handle to the lid.

JAPAN SENDS ROUDOIR STYLES TO EXPOSITION.



Models illustrating three of the Japanese kimono styles on exhibit in San Francisco.

DON'T BE A TOO-CONTENTED WIFE.

Content of the true kind is one of the most admirable and stabilizing things in life. The content that shirks effort and risk, that bars enterprise, resists development and sinks gradually into lethargy is deplorable.

Women, as a rule, are more plastic, more immediately responsive to all the calls of life, more alive to its possibilities than are

men. Men are more easily habituated; they like ruts and comfort. Think of most of the men you know, and you will see how one has the staying-at home in the evening habit, another goes year after year to the same club, a third has his favourite unofficial "club" where he meets the same men he has always liked.

There are far fewer contented women than men. Women long for variety, for adventure, for the opportunity to savour life afresh. They are prepared

to dare and do, not only on their own account, but on that of their men and their children.

But they have been taught to be, or at least to appear, contented. They have had held up to them the horrible example of the selfish woman whose pining for fur coats sent her husband to prison. And they determine not to worry the long tale of the things they would like to possess. A wife's duty is to make her husband comfortable.

But it is her duty, also, to rouse his more stolid nature to a sense of the wonder and enchantment of the world. She it is who can prevent the pall of the conventional and the commonplace from settling down on the beloved members of her family. Let her awaken him to the potential fresh ness that every day holds; inspire him to new energies, even urge him towards worldly ambition. Through ambitious angels have fallen, but they might have fallen lower by way of custom and habit.

THE LATEST.



Here is seen the very latest in beach app. arel.



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TERRIER FOLLOWS DEAD MASTER.
At the funeral of Rear-Admiral Sir John Hext, at Newton Abbot, last month the Admiral's favourite terrier trotted up to the chancel steps before the church officials noticed it. When caught, the animal was only dragged out of church with difficulty.

DEADLIEST POISON GAS.
Professor Cecil Dolebo Burns of the London University, states that a deadly, poisonous gas has been discovered. It can be easily distributed from aeroplanes and is invisible and without smell, but anyone breathing it will die in terrible agony from six to twelve hours later. The gas

sinks into the ground and will haunt basements and subways for days. It can now be produced in big quantities, and gas masks are the only protection. Sufficient gas can be carried in a single aeroplane to spread death over a radius of a quarter of a mile of the spot from where it is discharged.

RADIO NOTES AND NEWS.

Oscillations Overcome.

Radio frequency amplification is no proof against local oscillation. But tuned radio frequency is—and even this to a certain extent.

For a good three-tube set, with a stage of radio and one of audio frequency amplification, therefore, it is advisable to use a tuned inductance rather than a radio-frequency transformer in the plate of the first tube and a similar inductance in the aerial circuit.

This is the principle upon which this week's hook-up is based. To insure further against any possible squeals or howls, a potentiometer is placed across the filament circuit of the radio-amplifying tube. The result is a stable, radio-audio frequency amplifier with practically no loss in selectivity and volume.

The parts of this set include:
Two fixed couplers of 1 to 4 ratio.

Two variable condensers, 13-plate.

One audio-frequency transformer, 4 to 1 ratio.

Two 6-ohm rheostats.

One 400-ohm potentiometer.

Three tube sockets.

One variable grid leak and condenser.

One single circuit phone jack.

No. 14 copper-wire for connections.

The two fixed couplers in the aerial and in the first tube's plate circuit are exactly alike. They can be made as follows:

On a tube 3 1/2 inches in diameter by 2 inches high, wind 15 turns of No. 22 DCC wire. Wind 60 turns of the same wire, the same way, on another tube of slightly larger diameter and 4

HISTORY IN THE ETHER.

Can The Records Be Tapped?

Shall we see the past history of the world unfold before our eyes like a film play at the cinema? It is not impossible. Just imagine what this means—to see with our own eyes great personalities of former times and historic scenes such as the Napoleonic wars and the French Revolution—our civilisation steeped in the darkness of medieval times—the rise and fall of other mighty civilisations, Rome, Greece, Babylon, Egypt; and so on right down through the ages to the period when life was just beginning on earth—even to the time when our earth was forming out of nebulae.

It is almost beyond our imagination to conceive such a wonderful possibility writes G. H. Daly in *Popular Wireless*. Yet one day science may enable us to see it all by unlocking the secrets of the mysterious ether in which the earth and all other worlds are floating like a number of ships on a vast ocean.

Buried away in the ether is a record, complete to the minutest detail, of the earth and everything that has appeared on the earth's surface since the world began. This record is in the form of light waves which are waves in this mysterious ether somewhat similar to waves in the sea. Every object on the earth, animate or inanimate, upon which light has fallen has reflected its image into space, and this image travels in the form of light waves for all time—for light waves are eternal,

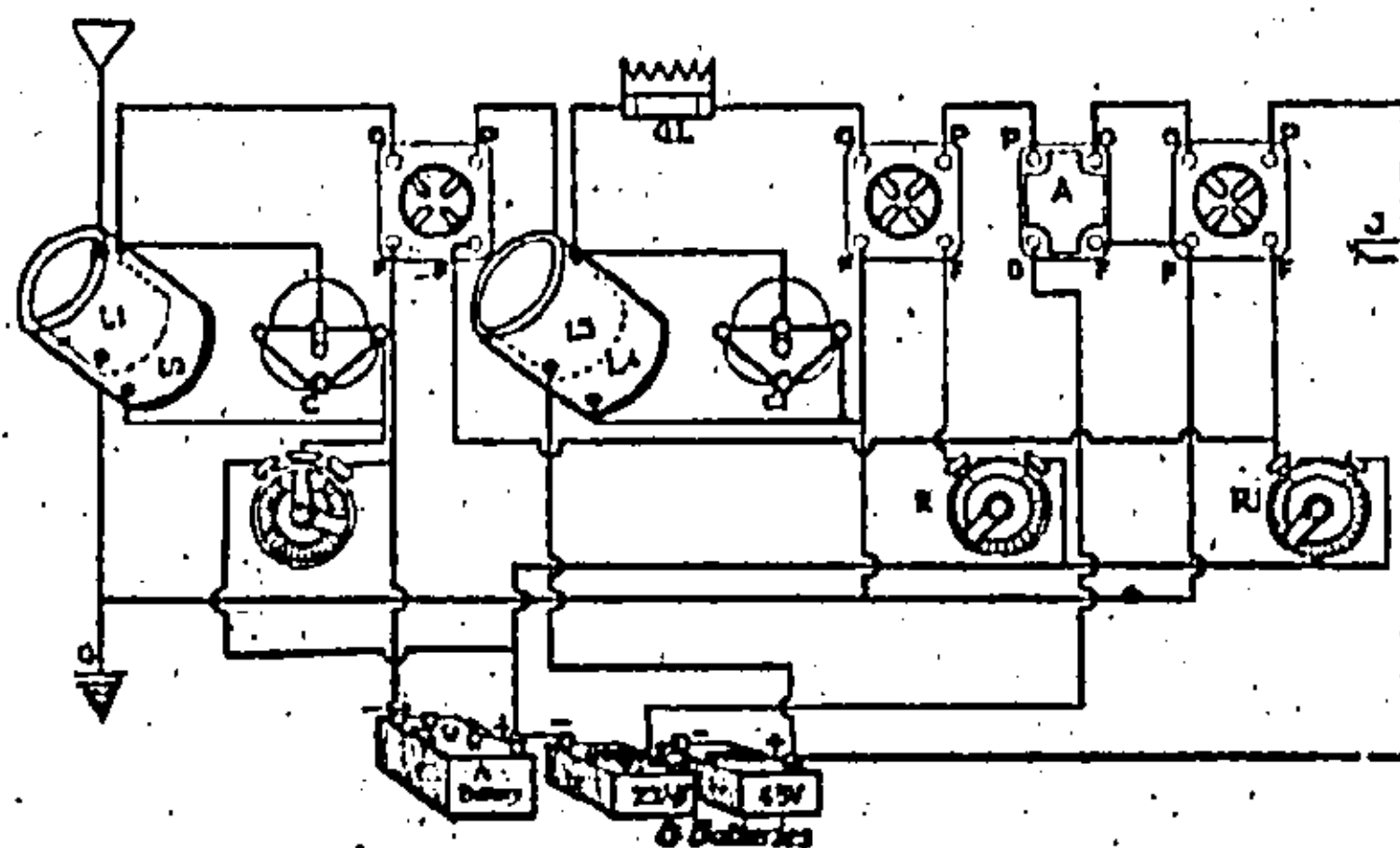


DIAGRAM OF THE RADIO-AUDIO-FREQUENCY SET DESCRIBED HERE.

inches long. Fit the smaller winding into the larger tube by means of screws, so as to keep them in permanent relationship to each other.

Repeat this with the other inductance.

The connections are made as shown in the diagrams. They should be as short and direct as possible.

The best way to connect these inductances is to attach each to its condenser by a brace. Care should be taken that the inductances are at right angles to each other.

Thirteen-plate condensers have been found of best advantage in this hook-up. Their capacity would be around .00025 mfd.

One rheostat of 6 ohms resistance is used for both radio and audio amplifying tubes, and a similar rheostat is employed for the detector tube.

The grid leak should vary between 1 and 2 megohms and the grid condenser should have a capacity of about .0005 mfd.

The regular round No. 14 copper wire is advised for the leads, instead of the rectangular bus wire, because the square edges of the bus wire are conducive to radiating losses.

This set is best adapted to the use of UV-200 tube for detector and UV-201-A tubes for the amplifiers.

The phone jack and the primary of the second radio frequency inductance may be connected to the positive of a 45-volt B battery, although this may be increased to 67.1-2 or even 90 volts, if more volume is desired. With the increase in volume, it must be remembered, there comes a sacrifice in selectivity.

The tuning of the set depends almost wholly on the two condensers, whose highest efficiency will be found at almost similar readings. But the potentiometer comes in for extremely careful adjustment, the moment a squeal is heard in the phones. Once this is taken care of, however, it will be found that the set will work well without further adjustment.

as we can see to a certain extent with our own eyes.

For instance, the light waves from the sun take about eight and one-third minutes to reach the earth, and for this reason the sun is not visible to us for eight and a third minutes after it has actually risen above the horizon. The sun is merely 93 million miles away—a very short journey for light waves which travel at 186,000 miles per second. But take some really distant star, such as one of those in the Milky Way, which on latest measurements is about one hundred thousand billion miles away from the sun.

The light from the nearest star in the Milky Way takes 25,000 years to reach the earth, and the astronomer who to-night examines the stars of the Milky Way through his telescope is not seeing them as they are to-night, but as they were 25,000 years ago. The light waves by which we see the Milky Way at the present time left there before the dawn of our history, and should any star of the Milky Way cease to exist at this moment it would still be visible on earth for another 25,000 years. Thus we can actually see light waves which have been travelling for 25,000 years.

Now and then the astronomers at the Mount Wilson Observatory in America, when examining the heavens through their gigantic 100-inch telescope—the largest in the world—catch the barest glimpse of some tiny star hardly the size of a pin-point. It has been estimated that the light from this star takes at least one hundred thousand years to reach the earth. The tiny pin-point of light in the telescope, which is the image of a star, has been travelling for a hundred thousand years or more.

AFTER MILLIONS OF YEARS.
Similarly light waves must be arriving on the earth which have been travelling for millions of years, and even for longer periods than we can possibly imagine—only our telescopes are not, as yet, powerful enough to detect

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them. Therefore it can be said that light waves are eternal, as we understand the word.

Now if things happen to exist on some distant star on, say, the frontiers of the Milky Way, those beings, if they are equipped with super telescopes, will be seeing the world as it was 25,000 years ago, for light waves from the earth take 25,000 years to reach the Milky Way. Therefore, what happened on earth 25,000 years ago is not lost, and if we were on that star equipped with super telescopes we should see the earth as it was at that time.

It is just the same with earthly events, which took place a thousand or a million years ago—nothing is lost—for a picture of the earth and everything that has appeared on the earth is travelling through space at the present moment. It is indeed possible to work out mathematically exactly whereabouts in space any historic incident of the past, such as the burning of Rome or the assassination of the Archduke of Austria, happens to be.

It is not possible, however, to travel to some distant star faster than light waves, and examine these waves as they arrive like the soul of the man in Flammarion's book "Lumen". So how are we to get hold of the light waves which left the earth these hundreds and thousands of years ago, and to see the past over again?

The answer to this is that possibly, in fact quite probably, light waves which have left the earth, whether it was yesterday or a thousand years ago, will return to the earth some time or another. This is because recent investigation tends to show that light waves follow a circular or elliptical path round the sun. A picture of the young earth or some interesting event in history may even now be flowing past your back door in the form of other waves which are invisible to your eyes, but which only require some instrument to make them visible, like the wireless receiver in the case of reception of broadcast-ing.

The above statements also apply to wireless waves which are of the ether, similar to light waves. Every concert which has been broadcast—every S.O.S. which has been sent from a sinking ship, from the powerful, hurled cry of the "Titanic" to the urgent call of the ill-fated "Egypt"—all are travelling through the ether of space and will travel for ever, even after this earth is cold and dead.

Wireless waves, it should be added, have the speed of light, namely, 186,000 miles per second and are subject to the same laws as light waves, so that if the latter are proved conclusively to follow a circular path and return to the earth, the same fact will apply to wireless waves.

I: DISCIPLES—IN NAME.

By the Rev. G. R. Lindsay, M. A.

The New Testament mentions two classes of disciples—(i) disciples in name; (ii) disciples in deed; and these are as common now as then. Class I may be divided again. First there are those who do walk with Him, man refusing to live in a "far off." People must not know of it. Those disciples do not wish to commit themselves. There is a meanness about their discipleship. It is measured, cold, and always respectable. They walk so far off that they do not know the fellowship of being matter-of-fact of Christ. They do not walk together, so they do not readily recognise His voice. So far off are they that some times they lose sight of Him and altogether. They walk nearer to Him, and so you find them in places and in circumstances that good luck, immunity from diffi- culty, and the charm of His Personality never casts its spell over them. They are never enthusiastic. Are they really disciples at all? Well, just in name and oh, the multitude of them. God save us from being numbered with them.

Secondly, there were those who did walk, but now "walk no more." These are rocky ground disciples. They have no depth. Their faith is on the surface—hardly worth the name. They want something simple—the type of men who insist on everything in religion being simple and plain. They are prepared for the mysterious in Nature, but in spiritual things are surprised to find something

TURF TOPICS.

A LOCAL PRODUCT.

[BY "ARGUS JUNIOR."] Ah Too, who trained this year's winner of the Champions, Cook of the North, was born in Hong-kong 42 years ago in his father's stables, next door to the present site of the Sanitary Stables. His father was a trainer and the subject of this sketch was the head riding boy in the year 1910, when the stable was moved to Russell Street, where it remained until the death of Ah Too senior, Ah Too's name first came into prominence as a trainer in 1915, when he prepared Lorenzo for his engagements at the annual meeting of Dr. Forsyth. On the opening day, ridden by Lieut. Pope R. N., he ran second to Mr. Cunningham's Jod, ridden by Mr. Johnstone. He was also second in the Garrison Cup, won by Mr. Johnstone on Sailor. On the second day,



Lieut. Pope steered Lorenzo to victory in the Jockey Cup, defeating Bikanir Chief and Winning Hazard. He was also victorious in the Royal Navy Cup, which he won by a head from Lucky Gem (Mr. Knoll) with Ideal Dahlia (Mr. Vida) half a length away.

The following year Lorenzo, carried Mr. A. Commons to victory in the Gymkhana Club Cup. Mr. D. M. Ross' Social Schomer, trained by Ah Too, was second in the Garrison Cup, won the Jockey Cup, ran third in the Hongkong Stakes and second in the Tytam Handicap. Mr. Sedgwick was in the saddle on each occasion. To wind up the meeting Lorenzo ran third in the Hongkong Handicap.

In 1917, Messrs. Beith and Ross had a pony called Yid, which Ah Too considers was unfortunate to do no better than obtain third place in the Trial Plate and Dorby; on each occasion the winner was Silver Struck. In 1920, Ah Too trained Supper Dance for Messrs. Thomas and Ross. She won the Also Ran Stakes on the Off-Day, but did better at Gymkhana meetings. During the absence of Mr. Birkett's trainer, Ah Too had charge of Rialto Star (late Stephanotis) for his gymkhana engagements. This pony, in the opinion of many, is the best subscription griffin that ever came to Hongkong. He was in the hatch sent by Mr. Larsen for the 1921-1922 season. In 1922 he started eight times, winning five faces and only once being unplaced. In 1923, he won twice out of three starts and this year has two victories to his credit. Ah Too takes credit for two victories and a second out of four attempts. This season has been a good one for Ah Too as he trained Kapi and Benz in addition to Cook of the North. He also has charge of Bluebottle and a useful looking griffin for Dr. Forsyth. When the autumn season commences he should play a strong hand unless Kapi and Benz are kept to fulfil engagements in Shanghai.

[Next Week: Lo On's Career]

PIRACY BY GUNBOAT.

HONGKONG COMPANIES.

HEAVY LOSS.

Piratical attacks carried out by a two-funnelled Chinese gunboat belonging to the River Defence Commission were reported in Hongkong last evening. The steam launch Moonshine reports that she was hailed by the gunboat Kwang Tai which came alongside, forty men boarded the launch and all arms were taken. The passengers were then dispossessed of everything of value and four of them were carried away as hostages. The gunboat took its departure when off Lin Tin.

Shortly afterwards two passenger junks, the Wing Sing and the Lee Sing, the property respectively of the Kwok Hing Co. of Connaught Road Central, and the

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Hang Lee Co. of Connaught Road Central, were in the same area when they noticed the Kwang Tai flying the sign "We have orders to inspect firearms on all junks." Thinking all was well, the launch stopped and the arms and license were produced for inspection. Sailors in uniform took possession of the arms and then proceeded to ransack the junks, clearing them of everything of value. A large number of passengers were taken on board the gunboat, and the pro-

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KEEP YOUR MOUTH CLEAN.

Mr. Mann of Kowloon had a habit of picking pencils up from his desk and putting them in his mouth. His children did it, too.

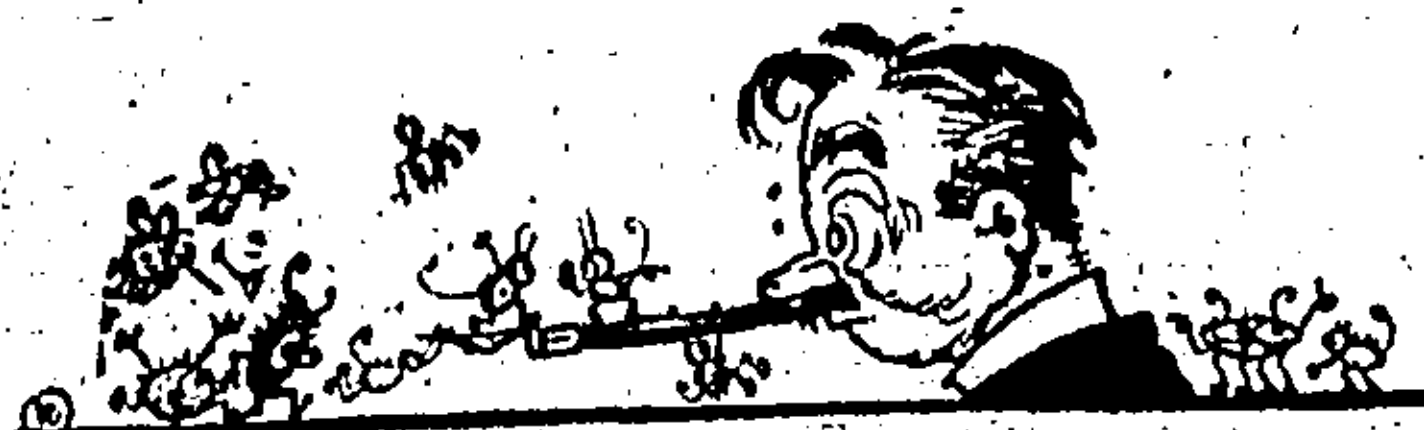
If a pencil wasn't handy an eraser sufficed as well, and if it wasn't an eraser it was something else.

Such habits are bad. The prospects of picking up dirt and germs are good. Only food and drink, clean forks and spoons and a toothbrush should enter one's mouth, if contagion is to be guarded against.

Oral hygiene, or care of the mouth and teeth, should be carefully watched.

First of all, the dentist should be advised of teeth conditions, and a careful cleaning at least twice a day is something everyone should remember.

Chewing hard crusts and hard bread is good exercise for the teeth and gums and helps make them stronger. Eating of calcium food, particularly by children, also helps to build strong teeth. Spinach, buttermilk, string beans, asparagus and carrots are among the calcium foods easily obtainable.





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Sprayed about the room and in cupboards, trunks,
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Silverfish, etc.

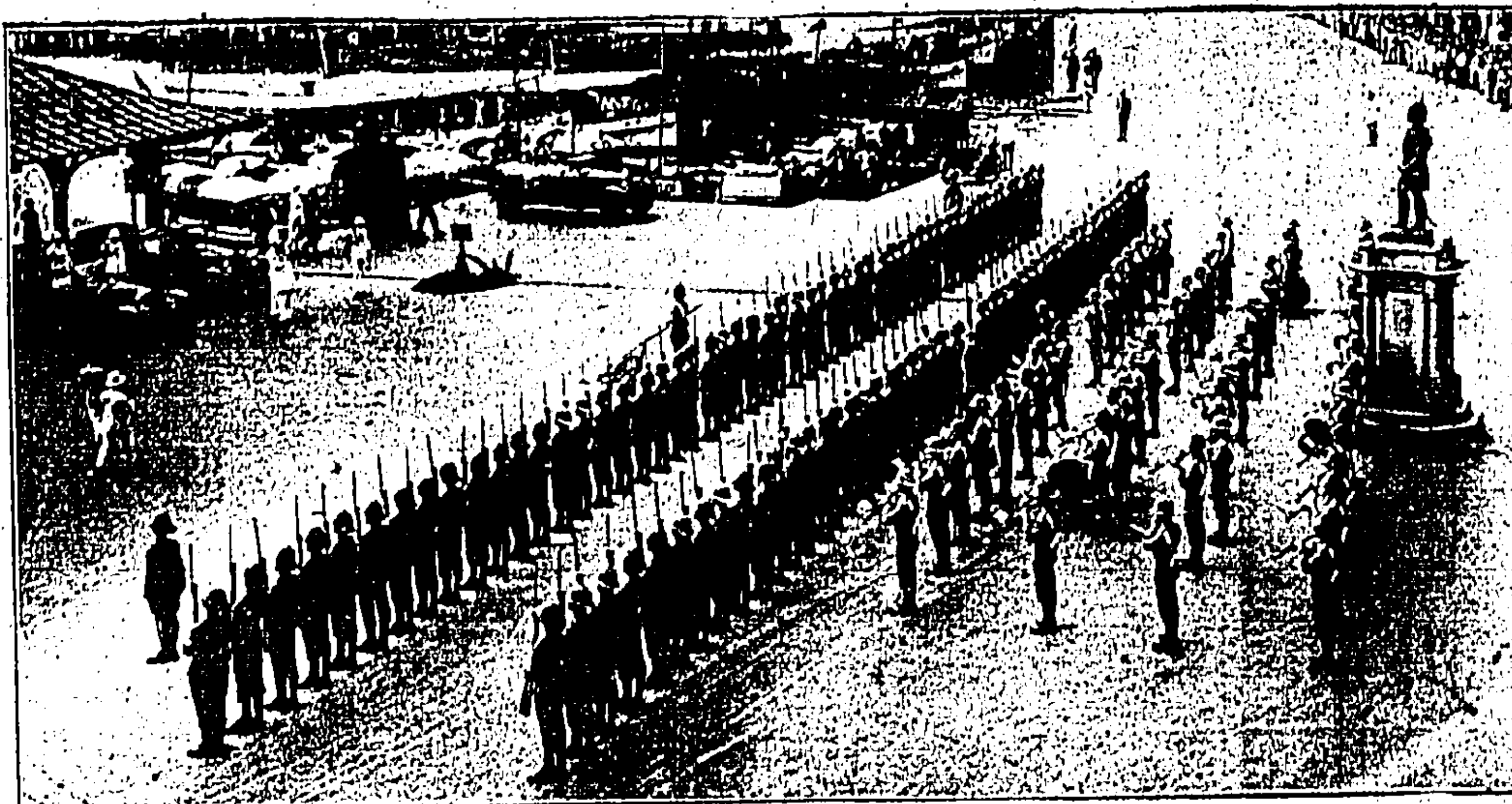
Non-staining Non-poisonous.

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Pints, \$1.10, Quarts \$1.80, Half Gallons \$3.25, Gallons \$5.80.
Sprayers 70 cts. each.

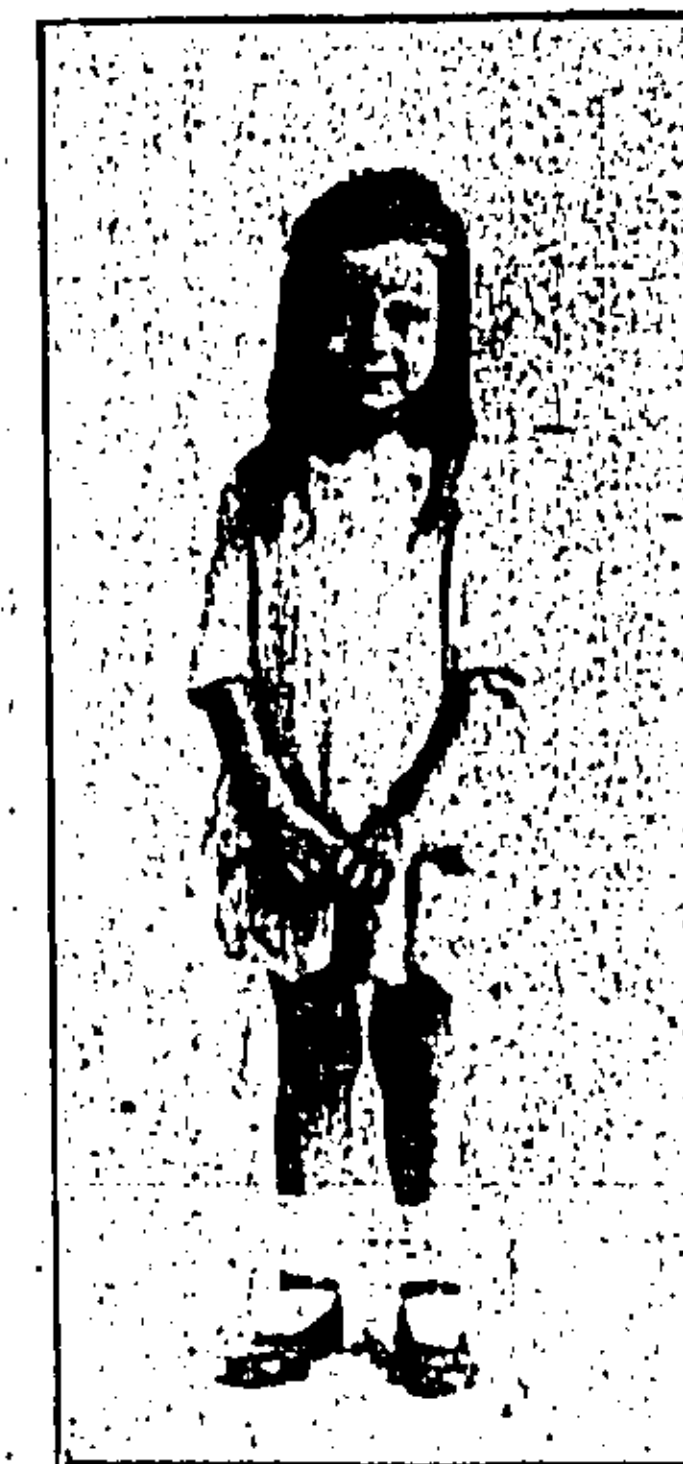
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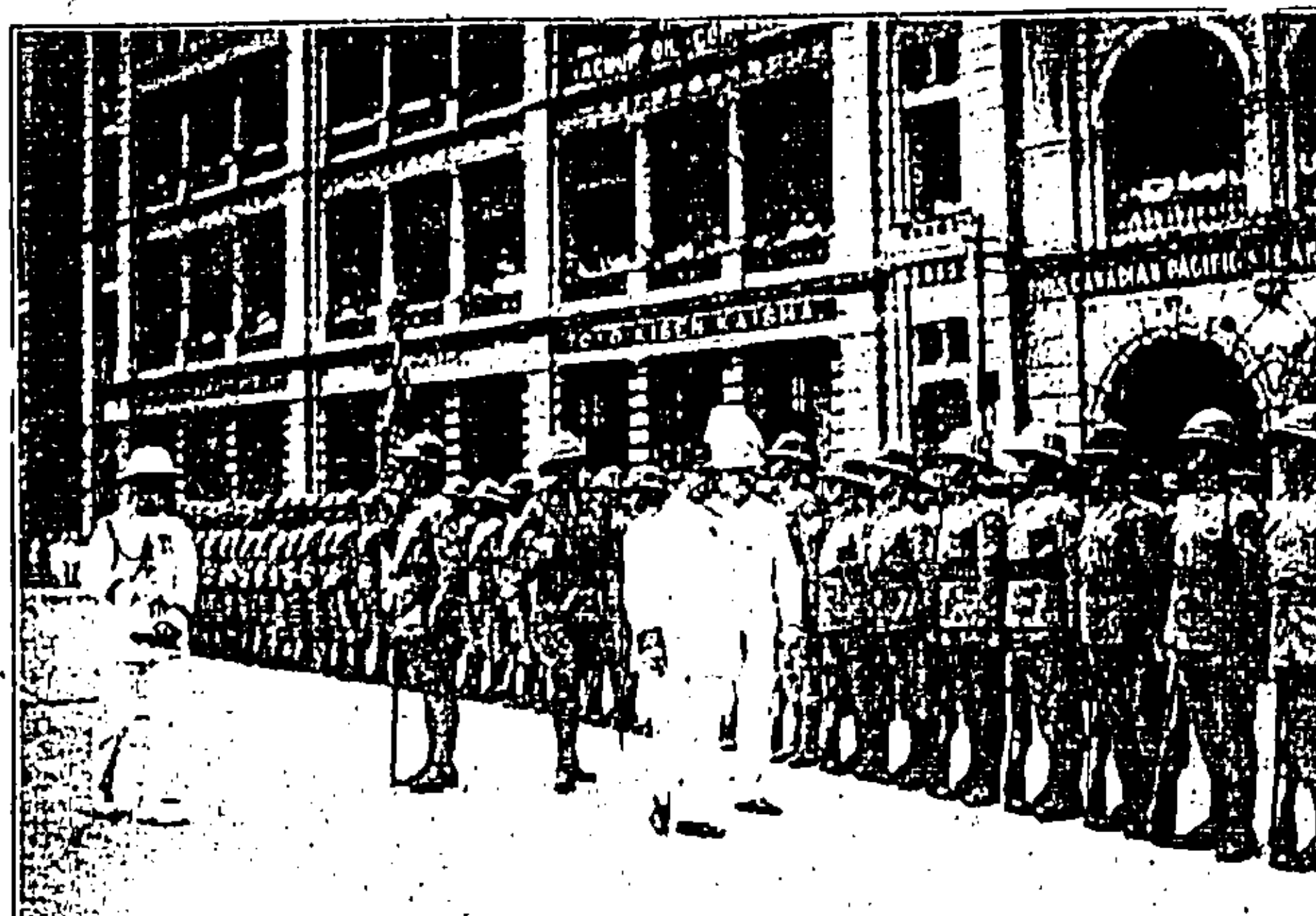
CAMERA NEWS



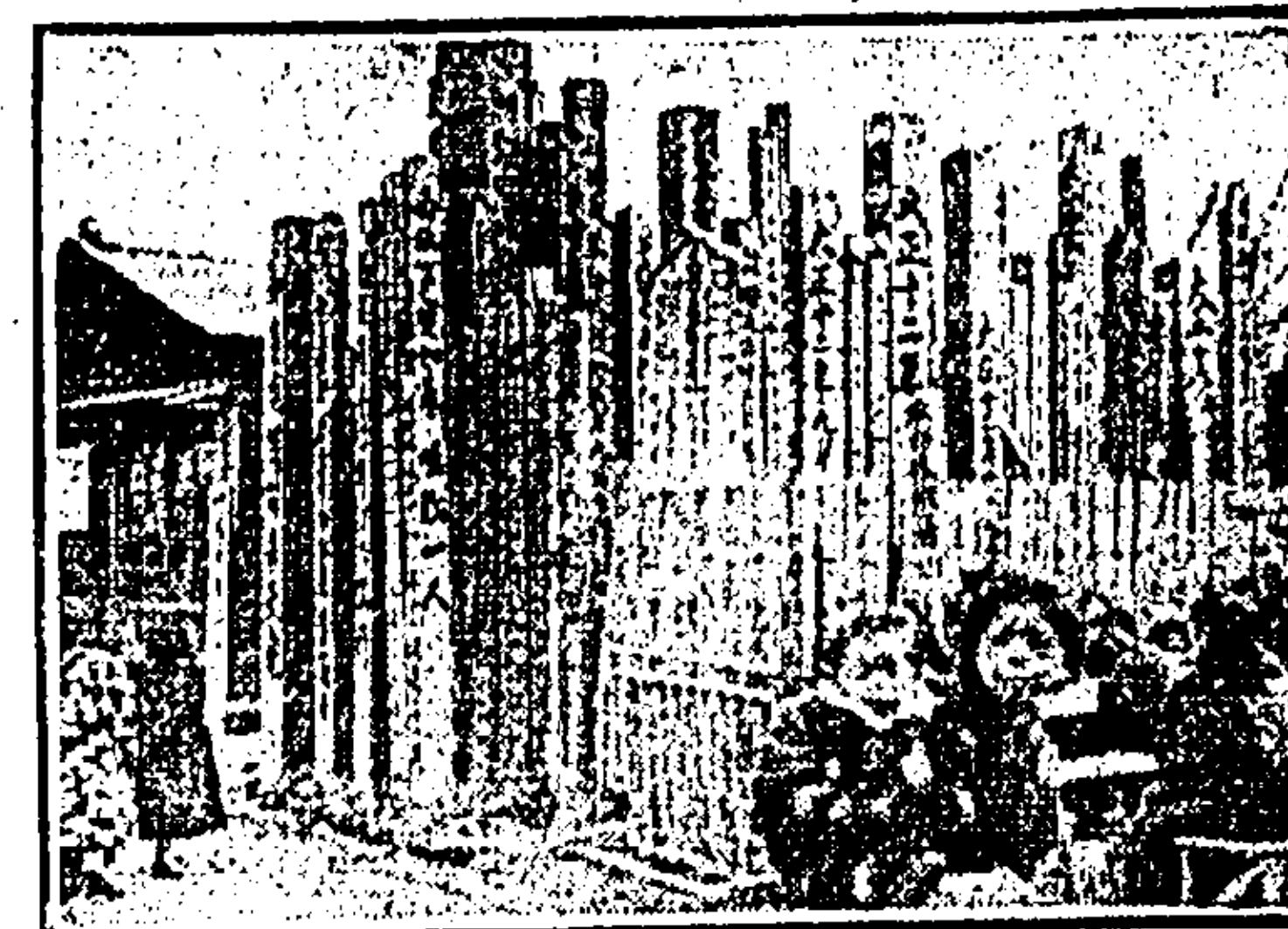
The Guard of Honour presents arms as His Excellency M. Merlin steps ashore in Hongkong. (Photo: Mee Cheung).



Florence Fowler, aged four years and four months—one of Hongkong's entrants in the Empire Baby Competition. (Photo: Ming Yuen).



His Excellency M. Merlin inspecting the Guard of Honour. (Photo: Mee Cheung).



Here are memorial sticks erected in Tokyo to commemorate those who lost their lives in the big earthquake.



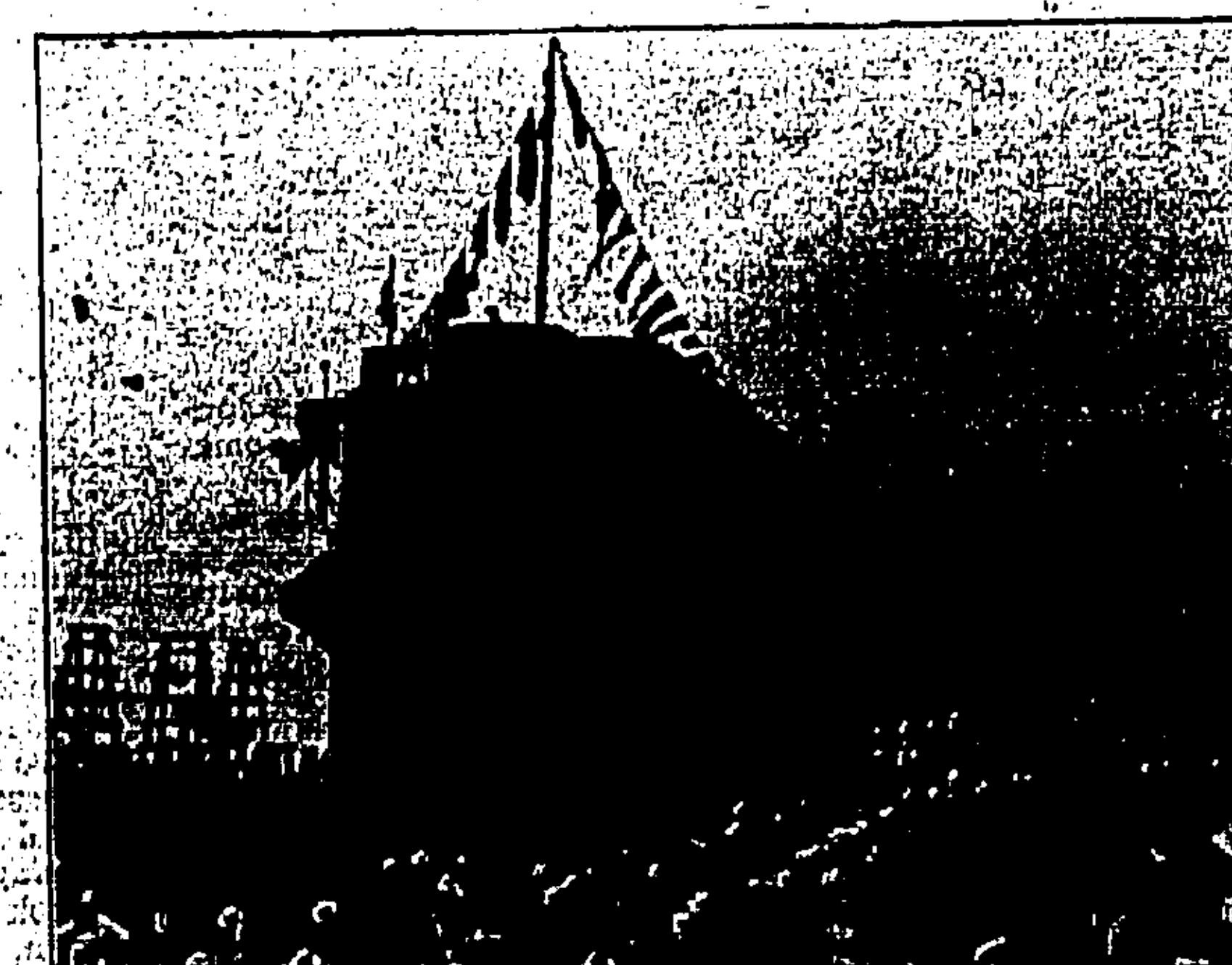
Above are seen the Hongkong Committee in connection with the Camoens' Centenary celebrations. The Portuguese Consul (Chairman) is seen seated in the front row. (Photo: Ming Yuen).



Mr. James Yatming Lee and his bride, Miss Elsie Suey Ng Ming. (Photo: Mee Cheung).



Group taken at the wedding of Mr. Hector McFavish and Miss C. L. Scott. (Photo: Mee Cheung).



The new river steamer Tung On being launched at Talkoo. (Photo: Ming Yuen).

DAY IN AND DAY OUT

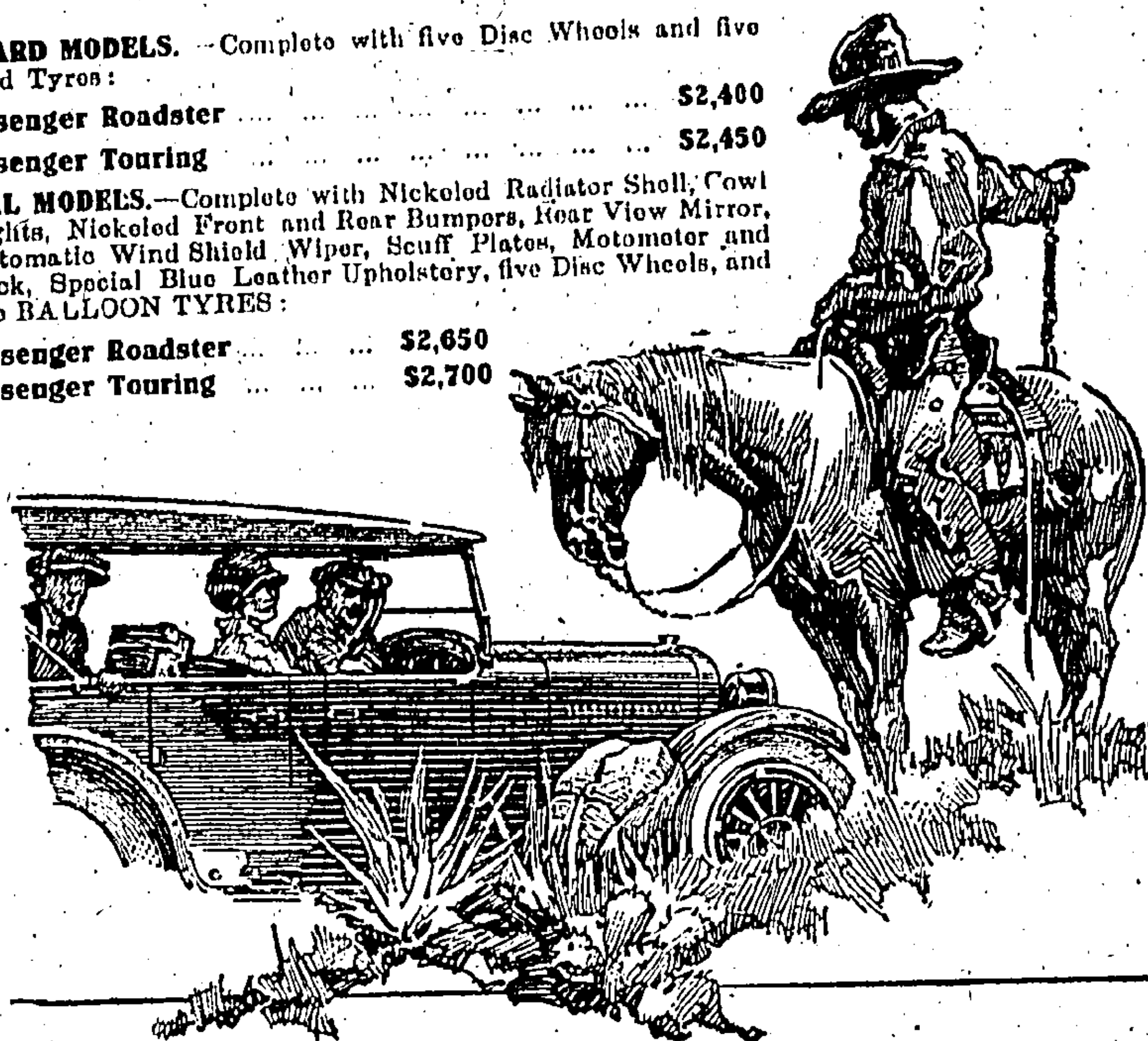
Day in and day out, in all parts of the world, Dodge Brothers Motor Car serves its owners faithfully and at low cost. This is because Dodge Brothers have consistently built their product more staunchly than strict manufacturing practice requires. Employing only the finest materials, they have insisted upon an exceptional margin of excess strength in every part that takes a major strain.

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3-passenger Roadster \$2,650
5-passenger Touring \$2,700

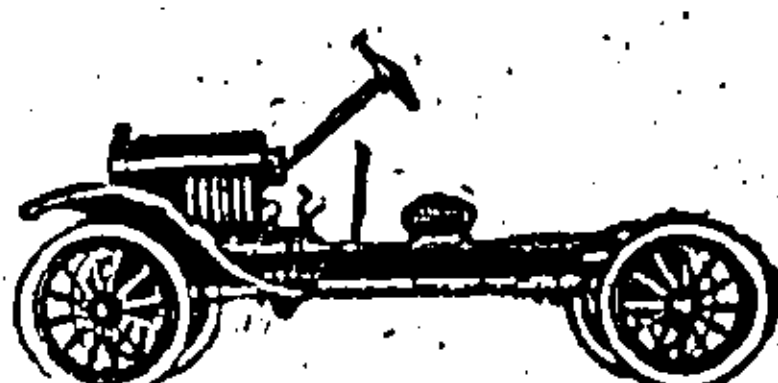
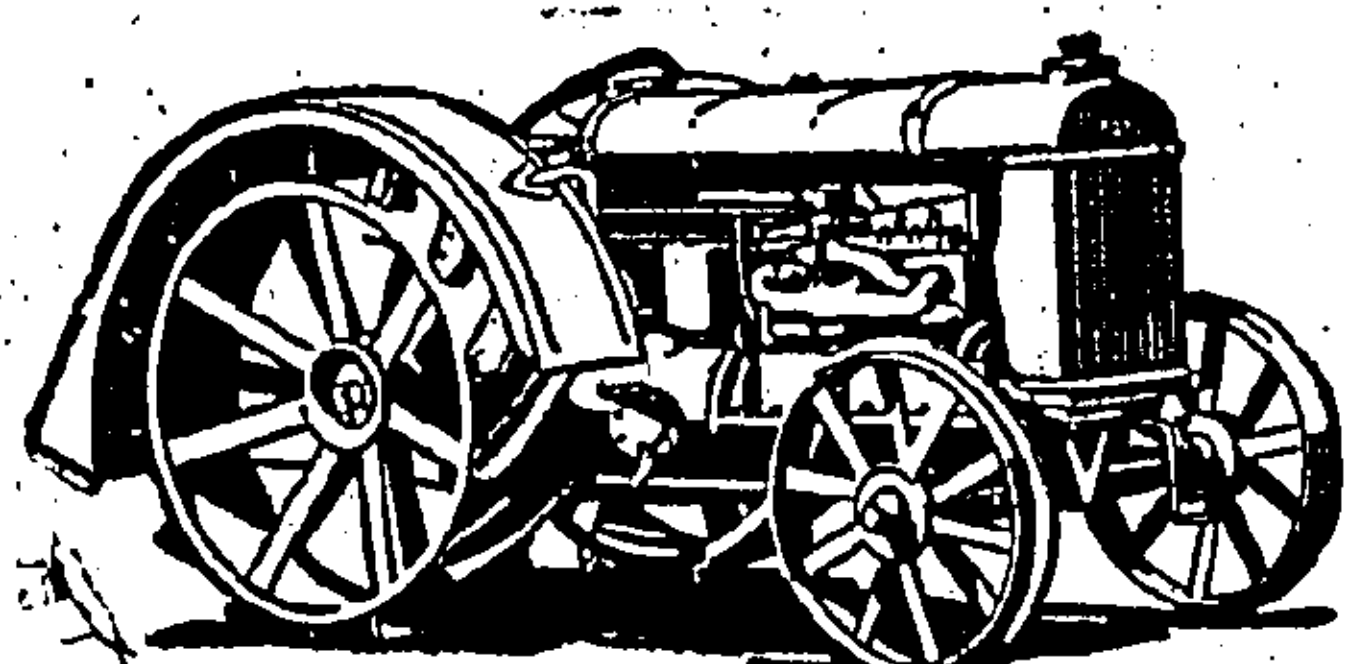


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ROADSIDE HELP.

A PLEA FOR MOTORING FREEMASONRY.

Should a motoring novice be stranded at the roadside with a minor breakdown, how many cars will pass before some generous-minded driver of experience stops to offer his assistance? asks a writer at Home. I fear me it would be a goodly number.

Yet in the good old days of 15 or 20 years ago such a little roadside difficulty would ensure the stoppage of the first driver who considered his measure of motor knowledge likely to prove useful.

Would it not be more pleasant if we could ensure the return of a modicum of this Camaraderie of the Road? Surely it would—even though we recognise that the circumstances of to-day are quite different from those of early motoring.

But the unpleasant feeling of the novice who is "on parade" and has no earthly knowledge of the reason for his difficulty has not changed. He or she is in trouble. And it is highly probable that he (or she) would appreciate the courteous aid of more experienced motor lore.

You see, it is often that the tyro may search around for the source of trouble—when to the Expert Eye it is staring you in the face.

And how often are we really in such a hurry that we cannot spare five minutes to see whether we can help a fellow motorist? There may be an odd occasion—but it is rare.

So we can ask ourselves whether this comparative disappearance of Camaraderie is due to lack of courtesy and kindly feelings, or merely to the change of circumstances.

KINDNESS ITS OWN REWARD.
It is probable that circumstances are chiefly to blame. Roadside stoppages are so few and motorists so many that it is difficult to maintain the idea of a Fellowship of Motorists, and to look on hundreds of thousands of other road users as a circle of kindred spirits.

But, personally, I keep to the old traditions of early motorists. In nearly 25 years a-car I have never passed a stranded motorist without slowing down and calling out, "Are you all right?"

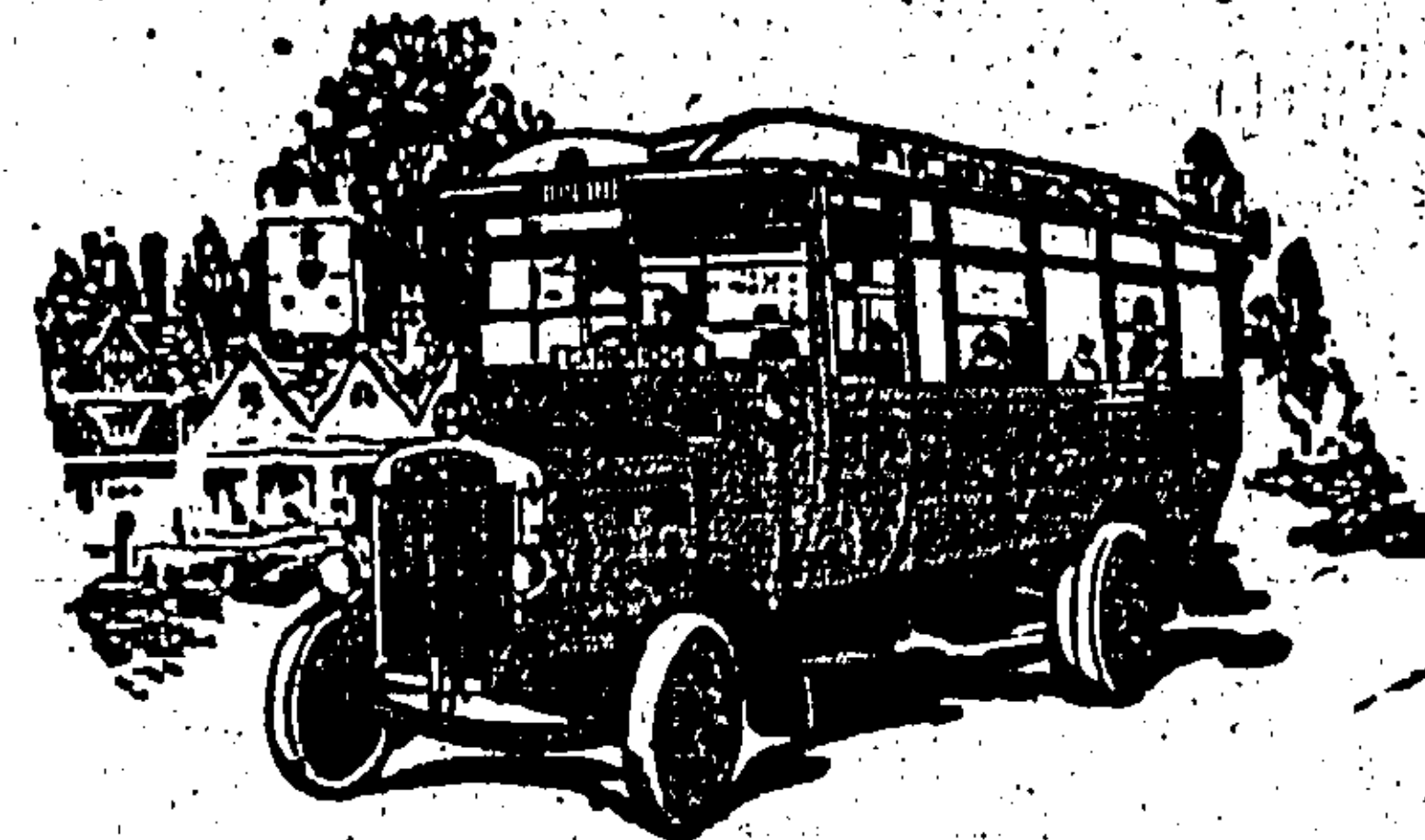
And kindness is its own reward. You may slow down one time to find Princess Charming in trouble, and your courtesy becomes a pleasure!

Or you may do as a friend of mine did recently. He spent some three-quarters of an hour helping the chauffeur of a lordly car. Inside was a financial magnate. He was duly grateful, and said at the end: "Here's my card. I would like you to have a memento of your kindness. If you have any loose money, invest it in the company I have written on the back."

My friend made the price of a new car in under three weeks. He is a firm believer in the Camaraderie of the Road. So am I.

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For Passengers or Merchandise



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Many people have the habit of getting a new car every year, no matter how good the old car may be. It is a good habit. Good for us because it helps the sale of new cars and puts some extra good used cars at our disposal. And that is what makes it good for you.

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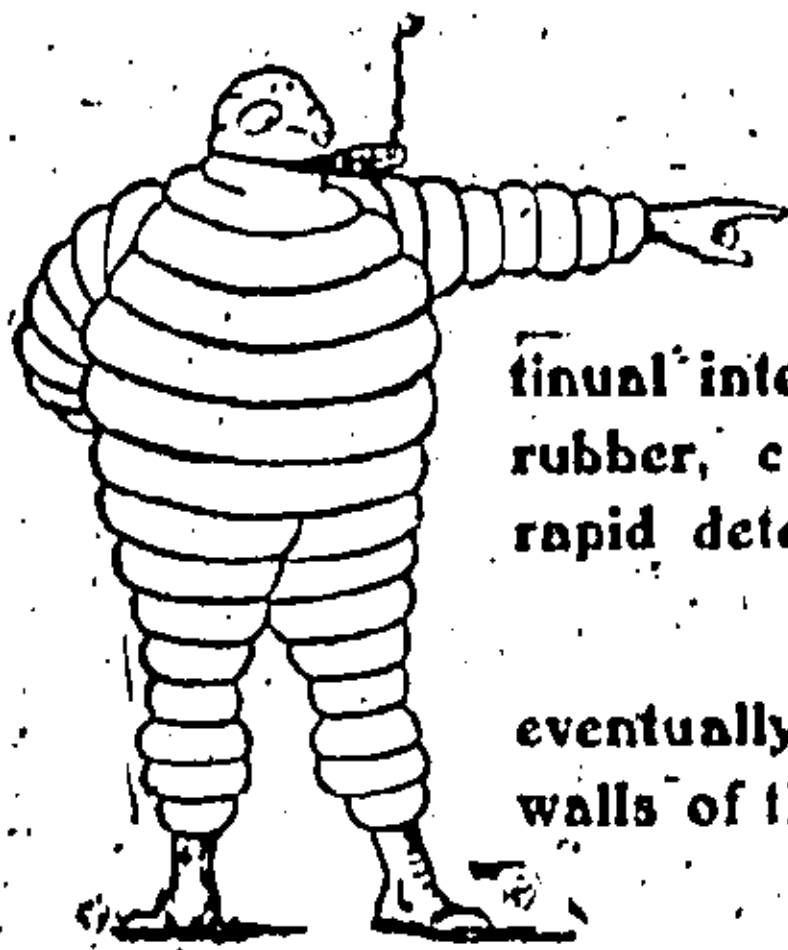
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Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under-inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under-inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

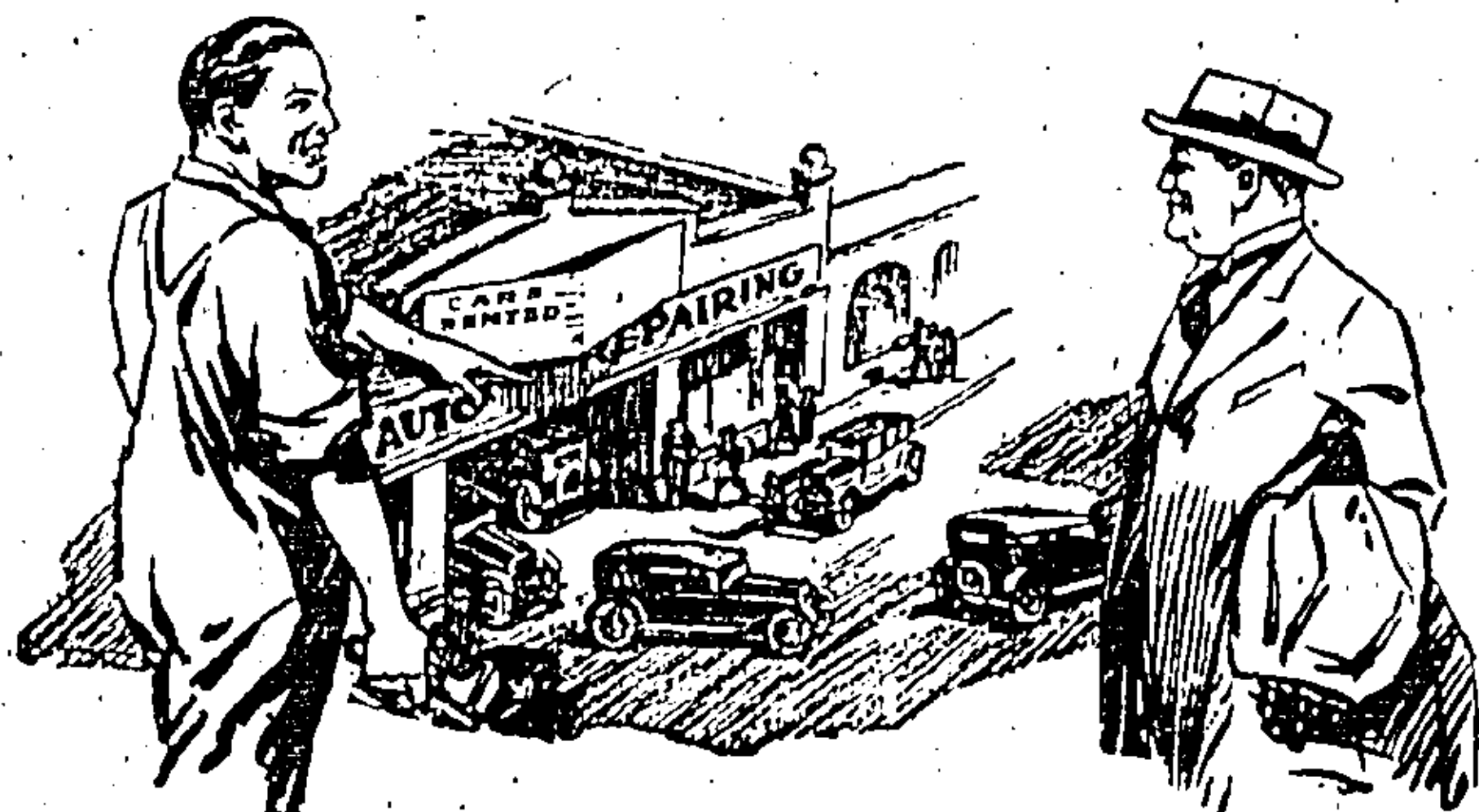
Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

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ANTI-KNOCK GAS.

WIDER AREA OF SALE.

Successful use of ethyl gas, the anti-knock fuel tried out in Ohio by the General Motors Chemical Corporation, has resulted in the decision to distribute this "energizer" throughout the United States east of the Rocky Mountains.

In addition, the same corporation is soon to bring out a chemical carbon remover which will cost the motorist only 5 cents a cylinder and is said to produce better results than burning.

The carbon remover is being used now by taxicabs in Chicago.

The ethyl gas, or anti-knock compound, has been under test in Ohio cities for several months. Although three-fourths of its users are said to have enjoyed

increased mileage from its use, its distributors remark the gas is not intended to produce this result directly. Its purpose is to make up-hill driving and other forms of motoring under difficulties easier, to eliminate the knock in engines that result from carbonization and pre-ignition.

Due to its use a driver is able to carry his spark advanced in hill climbing even with a badly carboned engine.

Before the war, the compound forming ethyl gas used to be quoted by the German chemical firms handling it at \$580 a pound. Now its cost has been reduced to \$2 a pound.

The new gas is distributed in special one and five liter cans to be placed into special pumps connected with the gasoline pump and sold at a difference of 3 cents more for a gallon of fuel. The mixture with the gasoline is made in proportion of

one liter of ethyl gas to 200 gallons of gasoline.

For protective purposes the ethyl gas is dyed red, and is kept in plain view of the motorist.

An early objection to this fuel was that it attacked the spark plug terminals and that the lead in the compound was poisonous. The first objection has been eliminated by adding what are called "halogen bearing compounds," which neutralize the tendency of the lead oxides to attack the spark plug terminals. They are ethylene bromide and trichloroethylene.

To the objection that the gas is poisonous, the chemists of the distributing company produce results of experiments they conducted in which they found the effect of inhaling the lead fumes to be negligible. Lead deposits were found after the tests, but they were only slight and practically harmless, the engineers report.

INCREASING THE POWER.

THE "SUPER CHARGER" EXPLAINED.

Several times during the past year or two I have pointed out the value of motor-car racing for improving the breed, says Capt. E. du Normanville, in the *Daily Chronicle*. A visit to the famous Sunbeam works at Wolverhampton elicits another very good example of this not-by-any-means-yet-finished utility.

You see the engines which this company are building for their Grand Prix cars are fitted with Super Chargers—and I hazard a guess you don't quite know the why and the wherefore thereof. So let's consider the subject.

To start with, it is quite possible—I go no further—that this apparatus may later on be fitted to touring cars; though for that purpose we have still some more to learn. But if so, it will be one more example of Car Improvement directly traceable to such enterprise in the motor racing field.

HIGH SPEED DIFFICULTIES.

A super-charger—is a super-charger! Not too bad as a special brain effort that, is it? But you interpret it thus. If your engine cannot take in enough charge by its existing means, you can "switch on" the super-charger—and super charge.

As you know, the power output of your engine is largely dependent on its speed; up to point, anyhow. For maximum power (again up to a point) you want maximum speed.

We're having rather a lot of "up to a point," aren't we? It's important, you see. And it is the limit mark at which the Speed is such that the cylinders are unable to fill themselves with a full charge of gas—merely because of the Speed.

With a highspeed engine, therefore, you can reach a point in the Search for Speed—where the said speed not only gives no further advantage, but begins to cause a falling off in power.

FORCED FEED NECESSARY.

Let me give you an idea of how the charge has to "get a move on" when an engine is running at high speed. If the motor is turning at 5,000 r.p.m. (not abnormal for racing engines) the gas would have to attain a "mean" speed of about 250 ft. per second.

Do you "savvy" what "mean" speed is? Put it thuswise. When the inlet valve is closed, you can regard the gas for that particular cylinder as being at rest. And from rest it has to accelerate—when the valve opens—to its maximum. The cross between the two is the mean.

The time available for the gas to accelerate from rest to maximum to make this average is one quarter of the stroke of the piston; so that the gas has to "get a move on" in one six hundredth part of a second; unless my "rithmetic" is gone groggy.

But hoping for the best regarding the figures in this brief review (or any other review it is now seen why at such speeds the full charge of gas cannot get in unless it is forced in. And that is what the super charger does.

WHAT IT IS AND HOW IT DOES IT.

There can be different types of supercharging apparatus, and, of course, the basic idea is not new, though the Sunbeam Company have attained some improved results—especially at slow speeds—with her own design.

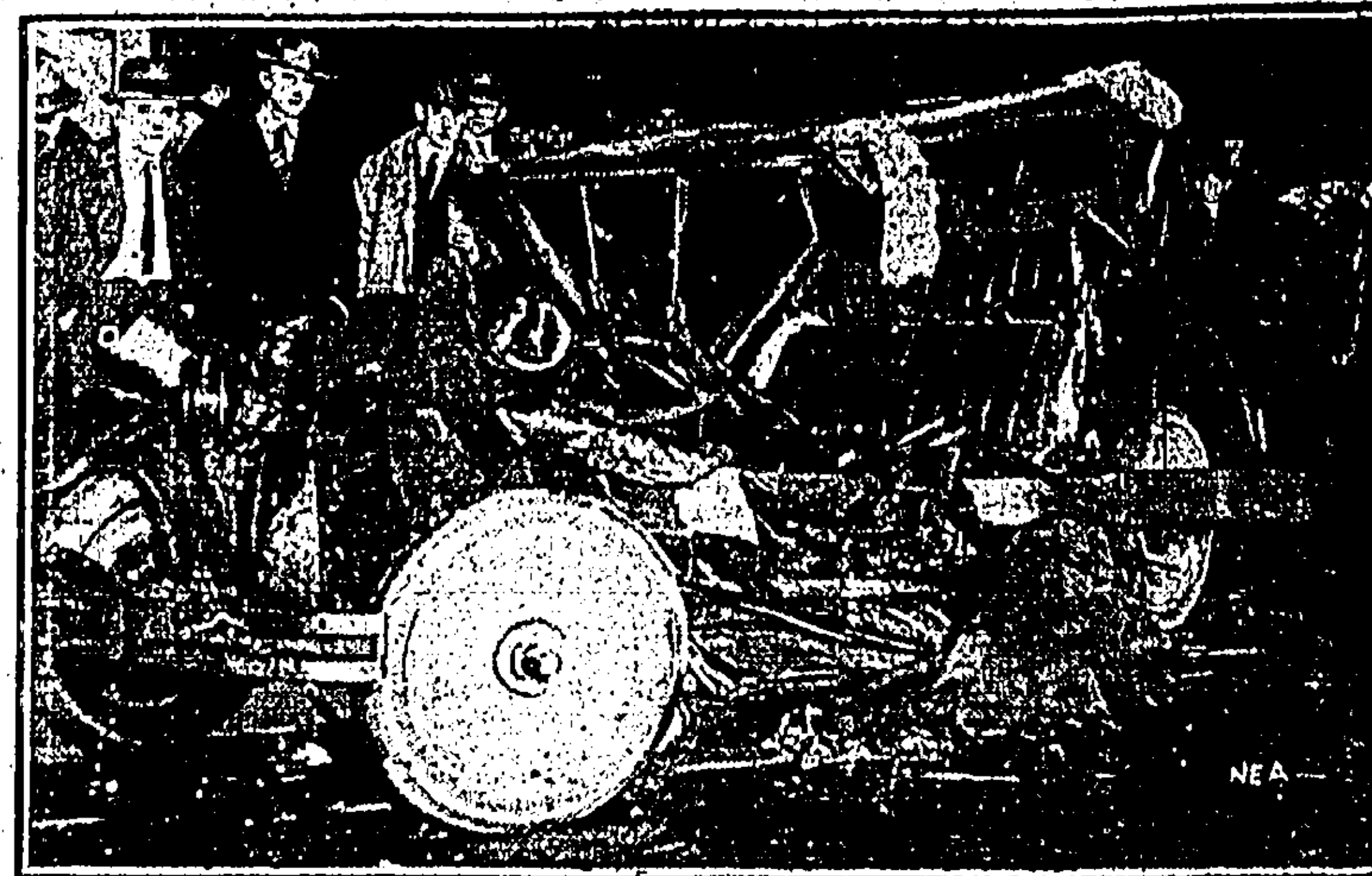
It is a mechanical blower which, by a simple clutch, can be coupled up to the engine, and so force a charge in under pressure when desired. In this way you can be sure of having a full charge of gas at any speed, or, alternatively, more gas than there would be otherwise, if we assume a normal speed already gives us a "full" charge.

But it is at ordinary speeds that these experiments have proved so amazing. At 2,000 r.p.m. the super-charger increases the power of the engine by nearly 200 per cent.

It does not need abnormal powers of perspicacity to see a possible future for such apparatus on ordinary touring cars, does it?

When driving in confusing traffic when the use of the car's entire braking power may be needed in an emergency, pull up the emergency brake lever a notch or two. In this position it will be more within your reach. The first notch or two of the average emergency brake merely takes up slack.

NITRO WAS IN BATTERY.



A charge of nitroglycerine, craftily connected into the ignition system of this automobile, sent eight persons to hospitals in Cleveland. Two of them, William O'Brien, vice president of the International Sheet Metal Workers' Union, and Joseph Nestor, business agent for the Cleveland local, were expected to die. The explosion occurred in front of the Cleveland Labour Temple as O'Brien and his party were leaving a union meeting. Labour warfare is blamed by the police.

THE HORN SWITCH.

IT MUST BE HANDY.

"Of course, this chap's gone potty! Fancy writing an article to tell us how to press the button of an electric horn!" Guess you'll probably think something like that, says a Home writer, when I announce that we are going to study that very simple little problem. But let's get on with it. Really, I've pulled your leg a bit, because my most important point is rather the position of the button in relation to your hand than the actual pressing of the said button.

The importance of the point and it is of very real importance—all hangs on the value of Time

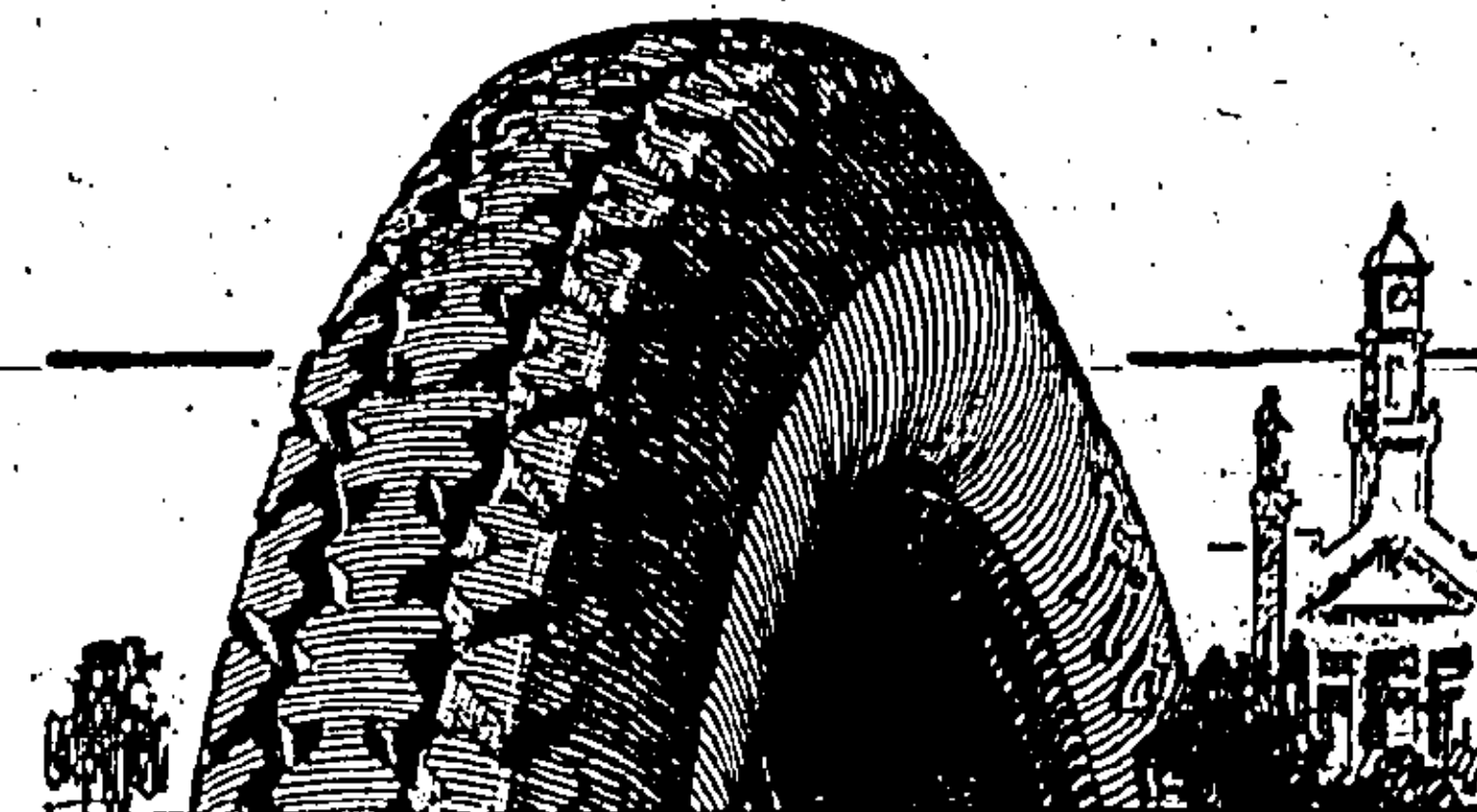
—that all-vital second or fraction of a second which we have recently seen is the equivalent to 44 feet in distance at 30 m.p.h. It hinges round the need—in any emergency—of being able to save a fraction of a second and a portion of that distance.

You see how I have it here in my car. That's where my right hand is on the steering wheel when I'm driving, and there, you see, is the button of the electric horn—just half an inch from my hand. I can't miss the button, and the time taken to translate thought into the actual pressing of the button is about 1-15th of a second.

Naturally, that is the Safety First horn, strident and compel-

ling in tone. But being a *Daily Chronicle* type driver, there is a second horn of quieter and more "polite" tone, not quite so immediately accessible, but ready for all warning sounds which are extraneous to emergency demands. But in emergency I can turn the thought of the need of a warning sound into physical result—in 1-15th of a second.

Can you? It's a *Daily Chronicle* to a *Chronicle Daily* you can't. Yet every one-fifth of a second you lose means 9 feet of road travel at only 30 m.p.h. Got me, Steve? It's rather important the position of the button, isn't it? Just that, and that alone, may make all the difference between an Incident and an Accident.



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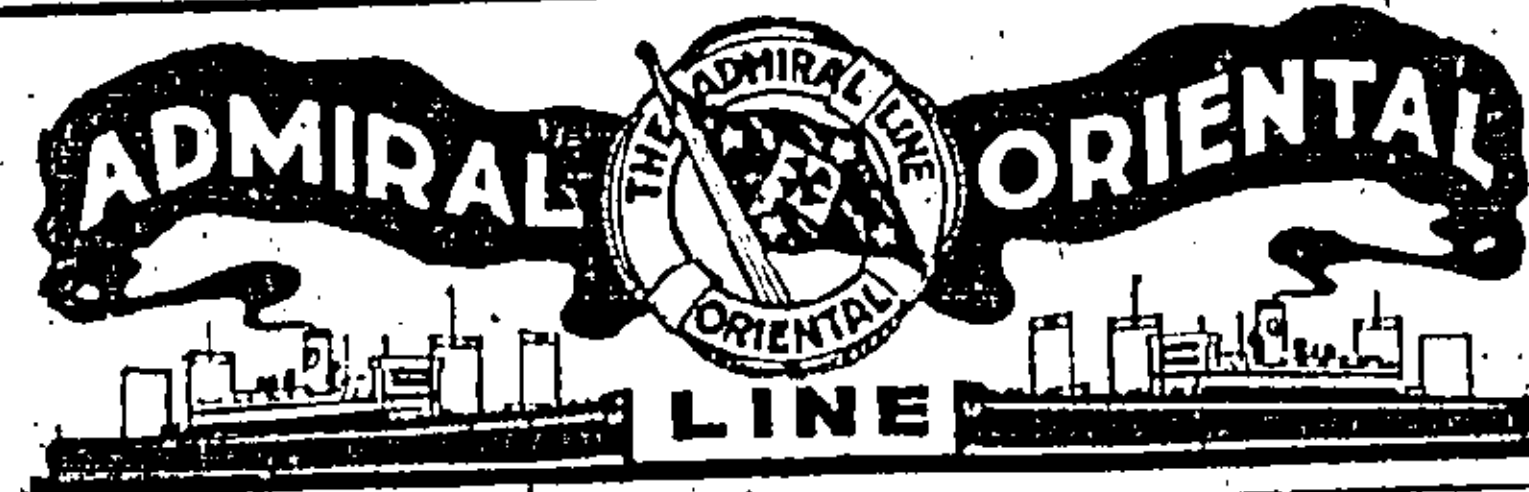
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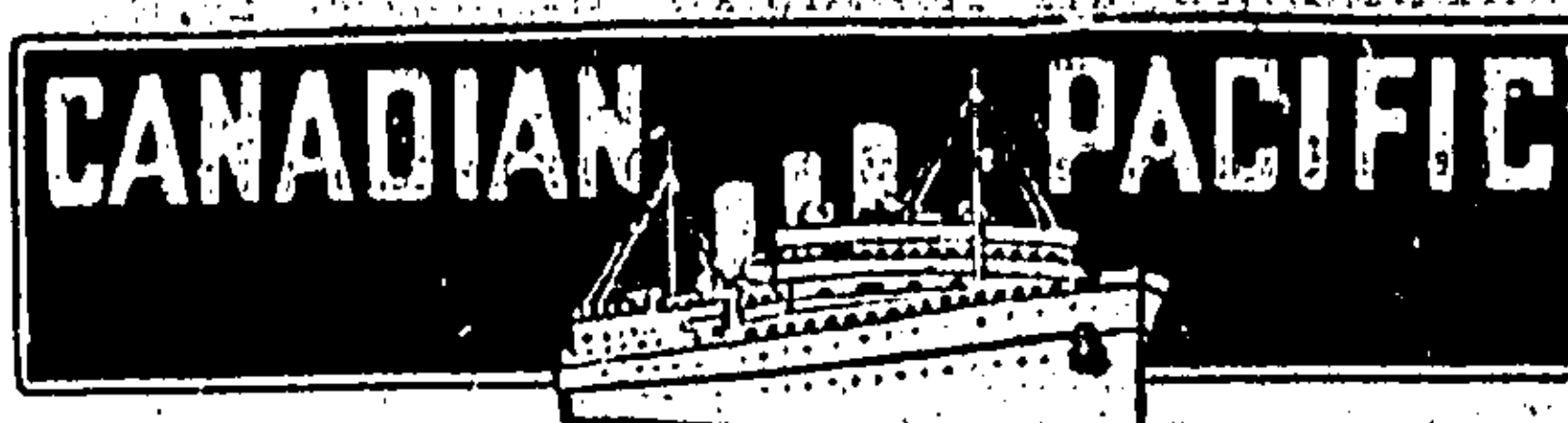
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Nagasaki	July 18	Quebec	Aug. 13
Kobe	July 25		
Yokohama	Aug. 1		

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Manila	July 16	Hongkong	July 19
Hongkong	July 23	Manila	July 26
Manila	July 30	Hongkong	Aug. 2

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TAIYO MARU 22,000 July 25

HONGKONG TO VALPARAISO
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,
MANZANILLO, BALBOA, CALLAO, MOLLEND, ARIKA & IQUIQUE.
THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.
RAKUYO MARU 18,500 July 19

CARGO STEAMER.
For San Francisco via Kobe and Yokohama.
S.S. BIYO MARU June 27th.
Through Bills of Lading issued to all United States Overland
Ports; also via Panama Canal Lines to Atlantic Ports.
For Full information regarding passengers, freight and sailing
Apply to—

Y. TSUTSUMI, Manager.
King's Building.
Agents at Canton.
Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Flag, Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
BARCELONA & OTHER SPANISH PORTS.
ISLA DE PANAY 14th July. C. LOPEZ Y LOPEZ 30th Oct.
LEGAZPI 5th Sept. ISLA DE PANAY 21st Dec.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
ISLA DE PANAY 27th June. C. LOPEZ Y LOPEZ 12th Oct.
LEGAZPI 18th Aug. ISLA DE PANAY 3rd Dec.
The steamers of this Company are classed 100 All at Lloyd's
and are fitted with every modern convenience for comfort and safety
of passengers Stewardess and Doctor carried.

For particulars of freight or passage apply—

BOTELHO BROS.
(Tel. 1531) Alexandra Buildings, Hongkong.
O. D. BARRETTO, 28 Central Avenue, B.C., Santos.

BOSTON & NEW YORK.

Joint Service of the
"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND
AMERICAN & MANCHURIAN LINE

(Hillman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.
S.S. MENELAUS via Suez Canal 21st June.
S.S. CITY OF SHANGHAI via Suez Canal 1st July.
S.S. CYCLOPS via Suez Canal 11th July.
S.S. CITY OF DUNKIRK via Suez Canal 21st July.
Subject to change without notice.
For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOIYOK & MASSEY & Co. Ltd. CANTON

SERVICE TO NEW YORK.

NEW YORK and or BOSTON
via PANAMA.

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.
ADMIRAL ORIENTAL LINE.

Des Voeux Rd. C. H.K. & S'hai Bank Bldg. Ground Floor.
Telephone Central 2477 & 2478.

PACIFIC SHIPPING.



REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct.)

"LYCAON" 30th June London, Hull, Rotterdam & H'burg
"PHEMIUS" 7th July London, Rotterdam & Hamburg
"ANCHISES" 14th July Marseilles, London & Rotterdam
"RHEXENOR" 28th July London, Hull, Rotterdam & H'burg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"NINGCHOW" 21st June. Genoa, M'les, Liverpool & Glasgow
"DEMODOCUS" 1st July. M'les, Havre, Liverpool & Glasgow
"TYNDAREUS" 18th July. Genoa, M'les, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"ACHILLES" 22nd June Victoria, Seattle & Vancouver
"PHILOCTETES" 8th July Victoria, Seattle & Vancouver

NEW YORK SERVICE

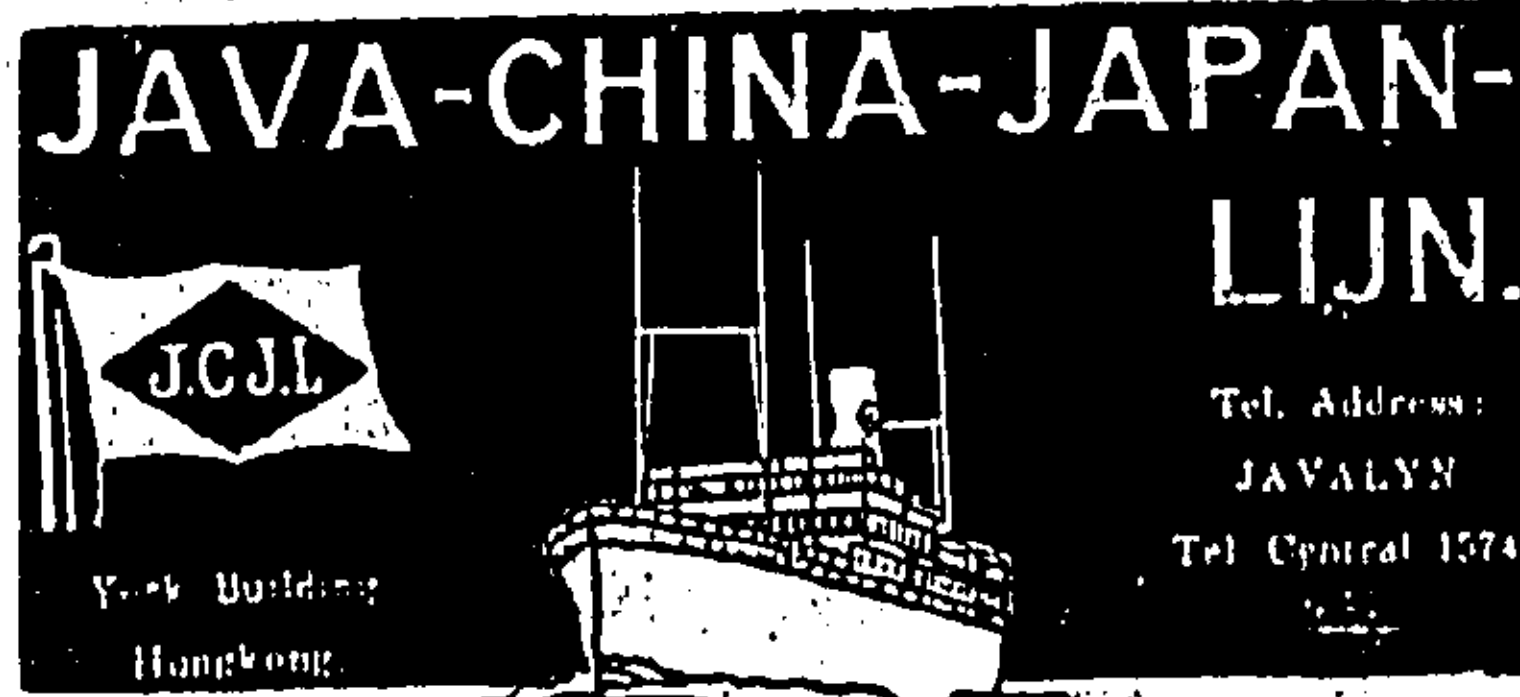
(via Suez or Panama)

"MENELAUS" 21st June Boston & New York (via Suez)
"CYCLOPS" 11th July Boston & New York (via Suez)
"TIAN" 31st July Boston & New York (via Suez)

PASSENGER SERVICE

"TEIRESIAS" 9th July for Shanghai
"ANCHISES" 14th July for Singapore, Marseilles & London
"TEIRESIAS" 11th Aug. for Singapore, Marseilles & London
"SARPEDON" 9th Sept. for Singapore, Marseilles & London
"PATROCLUS" 21st Oct. for Singapore, Marseilles & London
"MENTOR" 17th Nov. for Singapore, Marseilles & London

For Freight and Passage Rates and all information Apply to—
BUTTERFIELD & SWIRE
AGENTS



REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjibeboet	Java	In port	22nd June	Japan
Tjilawong	Shanghai	In port	22nd June	Batavia
Tjikarang	Java	In port	23rd June	Shanghai
Tjisalak	Japan	23rd June	24th June	M'har & S'hai
Tjikini	Japan	28th June	30th June	Batavia
Tjikarang	Shanghai	—	5th July	Batavia

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S.S. "SHINYO MARU"
Voy. 62—West.

From SAN FRANCISCO via
HONOLULU JAPAN PORTS &
SHANGHAI.

The above named Steamer having arrived on Friday, 20th June 1924, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Fri., 27th June, 1924.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Fri., 27th June, 1924, at 11 a.m.

No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

Y. TSUTSUMI,

Manager.

Hongkong, 20th June, 1924.

FOR NATIONAL GALLERY.

Tintoretto Masterpiece.

A Tintoretto portrait is to be bought for £14,000 as a centenary picture for the National Gallery. It is hoped that this sum will be reached by donations to the National Art Collections Fund, whose own coming of age is celebrated this year. The painting is a portrait of Vincenzo, a member of the well-known Morosini family. At present the National Gallery has no work adequately representing Tintoretto at the height of his powers.

TELEPHONE GIRL JERREES.

Miss Maria Anderson, of New Brunswick, Canada, was a telephone operator in 1903; to-day she is the wife of Earl of Ashburnham in possession of one of the loveliest houses in England, on the hill five miles from Battle. Since the death of the fifth Earl in 1913 the great house had been occupied only by a servant.

WOMEN INVENTORS.

Women were slightly more inventive last year than in 1922, their applications for patents in Britain numbering 436, an increase of 80 in the 12 months. They were still, however, a long way behind men, for the total number of applications was 32,621, which represents a decrease of 2,873 on the previous 12 months.

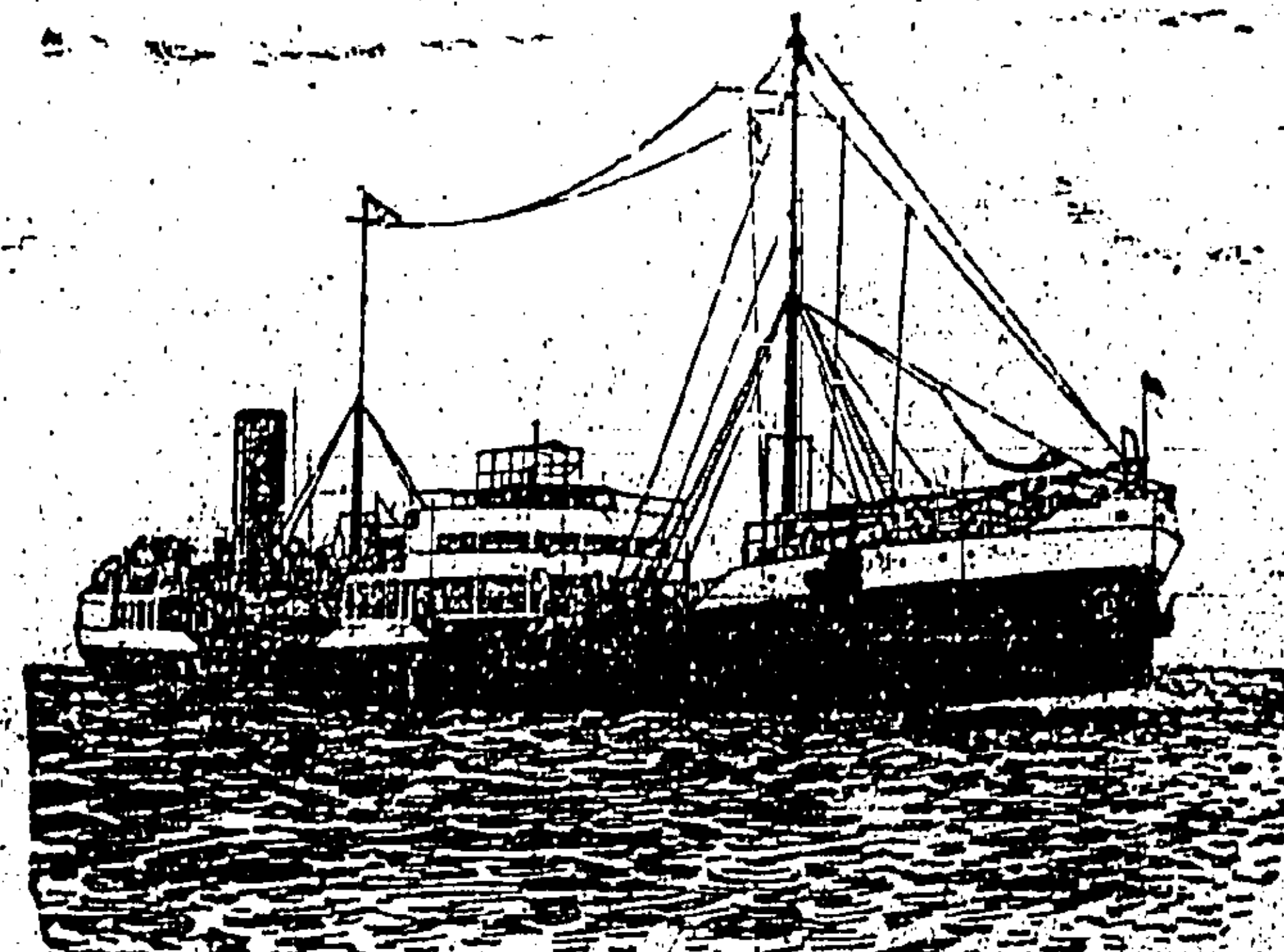
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCKS to the order of THE ANGLO SAXON PETROLEUM CO., LTD. being one of four similar vessels built in these DOCKS to the same order.

Please address enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West India,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
MOOREA	10,911	28 June noon	M'les, London & Antwerp
KIDDERPORE	5,334	30th June	S'pore, Pang, Cbo & B'bay
SOUDAN	6,698	9th July	S'pore, Pang, Cbo & B'bay
KARWALA	9,098	12th July	M'les, London & Antwerp
MAJWA	10,941	26th July	M'les, London & Antwerp
JEYPORE	5,318	29th July	S'pore, Pang, Cbo & B'bay
DEVANHA	8,092	9th Aug.	M'les, London & Antwerp
SICILIA	6,813	22nd Aug.	S'pore, Pang, Cbo & B'bay
MANTUA	10,902	23rd Aug.	M'les, London & Antwerp
NAGOYA	6,854	30th Aug.	S'pore, Pang, Cbo & B'bay
SARDINIA	6,684	4th Sept.	M'les, London & Antwerp
KALYAN	9,118	6th Sept.	M'les, London & Antwerp
KATSEAR-I-HIND	11,430	20th Sept.	M'les, London & Antwerp
KASHMIR	8,963	4th Oct.	M'les, London & Antwerp
MOOREA	10,911	18th Oct.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
TALMA	10,000	24th June	S'pore, Penang & Calcutta
JAPAN	6,052	9th July	S'pore, Penang & Calcutta
TANDA	6,956	24th July	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
ARAFURA	6,000	2nd July	Manila, S'kan, Thursday Is.
ST. ALBANS	4,500	3rd July	Townsville, B'hano, Sydney & Melbourne
EASTERN	4,000	27th Aug.	

For further information apply to: **NIPPON YUSEN KAISHA.**
Tel. Central Nos. 292, 293 & 2422. **Y. YAMAMOTO, Manager.**

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination
MAIWA	10,941	20th June	Shanghai, Moji & Kobe
JEYPORE	5,318	1st July	Shanghai & Kobe
ST. ALBANS	4,500	5th July	Moji & Kobe
TANDA	6,956	6th July	Moji & Kobe
DEVANHA	8,092	11th July	Shanghai, Moji & Kobe
AKADA	6,040	21st July	Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to **MACKINNON, MACKENZIE & Co.,** Agents.

82, Des Voeux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENTARA	2nd July	CARMARTHENSIRE	9th July
GLENBEG	13th July	CARNARVONSHIRE	23rd July
GLENSHIEL	24th July	GLENTARA	5th Aug.

Movements are subject to change without notice.

For freight or further particulars please apply to:

JARDINE MATHESON & CO., LTD.

AGENTS **THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRAILIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave H'kong for M'la, S'kan, Thurn. Is. & A'lian Ports
TAIYUEN	5th July	10th July
KUT	28th June	Leave H.K. for Kobe, Osaka, Y'hamu, Muji. 29th June

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. \$405, G. \$420, G. \$440.

YOKOHAMA MARU ... Saturday, 19th July at 11 a.m.

MAKESILLES, LONDON & ANTWERP via Singapore, &c. ... Saturday, 30th Aug.

SUWA MARU ... Wednesday, 2nd July at 11 a.m.

FUSHIMI MARU ... Wednesday, 16th July.

HAMBURG via LONDON & ROTTERDAM.

DAKAR MARU ... Thursday, 10th July.

LIVERPOOL via MARSEILLES & VALENCIA.

GENOA MARU ... Friday, 4th July.

SYDNEY & MELBOURNE via Manila, &c. ... Wednesday, 16th July at 11 a.m.

YOSHINO MARU ... Wednesday, 13th Aug.

AKI MARU ... Wednesday, 13th Aug.

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... Monday, 7th July.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU ... Wednesday, 2nd July.

BOMBAY via Singapore & Colombo.

CALCUTTA MARU ... Sunday, 29th June.

AWA MARU ... Thursday, 10th July.

CALCUTTA via Singapore, Penang & Rangoon.

SADO MARU ... Sunday, 29th June.

PENANG MARU ... Wednesday, 9th July.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 10th July.

SHANGHAI, KOBE & YOKOHAMA.

DARHAN MARU ... Sunday, 22nd June.

HAKUSAN MARU ... Tuesday, 1st July.

KITANO MARU ... Wednesday, 16th July.

For further information apply to: **NIPPON YUSEN KAISHA.**

Tel. Central Nos. 292, 293 & 2422. **Y. YAMAMOTO, Manager.**

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDAL CASTLE" ... Sailing about 12th Aug.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "GERANIA" ... Sails about 24th June.

S.S. "ROSANDRA" ... Sails about 4th July.

S.S. "BRENTA" ... Sails about 20th July.

S.S. "LACONIA" ... Sails about 19th Aug.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

S.S. "NIPPON" ... Sails about 8th July.

S.S. "SILVIO PELLICO" ... Sails about 29th July.

S.S. "GERANIA" ... Sails about 5th Aug.

S.S. "ROSANDRA" ... Sails about 8th Aug.

S.S. "BRENTA" ... Sails about 5th Sept.

S.S. "VENEZIA" ... Sails about 8th Sept.

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sailing about 31st Aug.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

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Telephone Central 1030.

Telephone Central 1030.

COAST SHIPPING.**INDO CHINA STEAM NAVIGATION Co., Ltd.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailings
TIENTSIN	Cheongshing Sat.	21st June at 3 p.m.
MANILA via Amoy	Suisang Sat.	21st June at 3 p.m.
KOBE via Moji	Lalsang Sat.	21st June at 3 p.m.
HAIPHONG via Hoihow	Leesang Sun.	22nd June at 8 a.m.
BANGKOK via Hoihow	Chunsang Sun.	22nd June at 10 a.m.
SHANGHAI via Swatow	Fooshing Fri.	22nd June at 10 a.m.
BANGKOK via Swatow	Hopsang Tue.	24th June at 2 a.m.
T'AO via S'ow & S'hai	Walshing Wed.	25th June at 10 a.m.
SHANGHAI via Swatow	Loksang Fri.	27th June at 10 a.m.
HAIPHONG via Hoihow	Mingsang Sat.	28th June at 9 a.m.
MANILA	Yuensang Sat.	28th June at 11 a.m.
SHANGHAI via Swatow	Taksang Sun.	29th June at 9 a.m.
STRAITS & Calcutta	Kutsang Tues.	1st July at 3 p.m.
T'AO via S'ow & S'hai	Tingsang Wed.	2nd July at 10 a.m.
SANDAKAN	Mausang Wed.	2nd July at 1 p.m.

Calcutta Line:—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line:—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line:—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line:—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line:—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Tuesday, 1st July at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiphong	Ellis Walker	FRI. 20th June at 3 p.m.
Haiphong	W. S. Turnbull	TUES. 24th June at 1 p.m.
Haiphong	W. C. Passmore	FRI. 27th June at 4 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON.

will be despatched on 3rd July.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE to SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:—**JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pre. arr. at H'kong and Sailings for S'hai & Japan	Pre. Sailings from H'kong for M'les
CHANTILLY	—	—	22nd June
ANGERS	—	—	6th July
PORTHOS	22nd May	23rd June	20th July
AMAZONE	6th June	7th July	3rd Aug.
ANGOR	19th June	21st July	17th Aug.
AZAY LE RIDEAU	3rd July	4th Aug.	31st Aug.

RATES OF PASSAGE MONEY TO MARSEILLES. (Including Table Wine and free Doctor's attendance.)
Class 1st Class £25.0.0 B. Class 1st Class £23.0.0
Class 2nd Class £20.0.0 B. Class 2nd Class £18.0.0
Class 3rd Class £15.0.0 B. Class 3rd Class £13.0.0

Through Tickets to London and Leading Towns of Europe. Accommodation reserved in the trains at Marseilles.

LIJNE COMMERCIALES (CARGO-BEATS) loading for Havre, Antwerp, London, Dunkirk, Rotterdam, etc.

S.S. "MIN" from Dunkirk, London, Havre due to arrive about 1st July.

For full particulars apply to

Messageries Maritimes Co.

3, Queen's Building,

Hongkong, 14th June, 1924.

AGENTS:—

AGENTS:—

AGENTS:—

AGENTS:—

AGENTS:—

AGENTS:—

AGENTS:—

HOTELS.

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
GRAND HOTEL KALEE; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS, LIMITED.
In association with the Grand Hotel
Des Wagons Lits, Ltd., Peking.

KOWLOON HOTEL.
THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.
Electric Lift and Telephone to each Floor.
Tels. K.604 and K.609. Cable address: "KOWLOON, HONGKONG."
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address: "VICTORIA, J. WITCHELL, Manager."

THE EUROPE HOTEL.

SINGAPORE.
DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY and SATURDAY.
TEA DANCES
TUESDAYS and THURSDAYS.
The Hotel Orchestra under the Direction of
Mr. F. R. Martens.
Telephones in every room.
Telegraphic Address: "EUROPE, SINGAPORE."
Telephone No. 2740 (9 lines).
THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

QUEEN'S THEATRE

Pleasure House De-Luxe

Commencing, 20th. to 23rd. June
at 2.30; 5.15, 7.15 & 9.15 p.m.

A GASNIER PRODUCTION
MAYTIME

WITH

Harrison Ford! Ethel Shannon

And the twelve most beautiful girls in Hollywood. A play that has had six years astounding success on the stage in New York This "rarest of all things, a new stage story" has been faithfully reproduced in the Preferred Picture. You'll be thrilled through and through by the Greatest Love Story of all.

THE HON. MR. ARTHUR RYLANDS LOWE, DECEASED.

THE Executor of the Will of the above named deceased is authorised to dispose by private treaty of:
The leasehold Property known as Kellet Lodge, 180 the Peak (together with the extension thereof).
The house is erected on Rural Building Lot No. 54.
The area of which is 58,822 square feet.
The Crown Rent is \$200.00 per annum.

DEACONS,
1 Des Voeux Road Central,
The Solicitors to the Executor.

CANADIAN PACIFIC RAILWAY COMPANY.

TRAFFIC AGENTS FOR
CANADIAN PACIFIC STEAMSHIPS, LIMITED.

NOTICE.

DURING my absence in Canada, Mr. P. A. Cox is appointed, from date, Acting Oriental Manager, Hongkong, in charge of the Company's Affairs in the Orient.

ALLAN CAMERON,
Oriental Manager.
Hongkong 17th, June, 1924.

ART.



as applied to Cigarette manufacture is evident in the

GOLDEN SPECIALS CIGARETTES.

All that is best goes into this brand.—It is in the broadest sense, an artistic production.

MADE IN ENGLAND.

C. E. WARREN & CO., LTD.

SANITARY ENGINEERS—
MONUMENTALISTS
OFFICES:

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EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

SELLING.	BUYING.
20 4/8 San Francisco and New York	63 1/2
4 p/a. Mare	10.30
6 p/a. France	10.30
6 p/a. "	10.30
Demand, Germany	52
Demand, New York	52
Demand, Bombay	10.30
Demand, Calcutta	10.30
Demand, Cebu	10.30
Demand, Manila	10.30
Demand, Singapore	10.30
Demand, Batavia	10.30
On Hongkong	10.30
On Shanghai	10.30
On Hankow	10.30
On Tientsin	10.30
Gold leaf per Tael	24.15/16
Bar Silver	24.15/16
forward	24.15/16
Bank of England	24.15/16
New York/London	24.15/16

SUBSIDIARY COINS.

SELLING.	BUYING.
Hongkong 50 cent pieces	1 1/2 dis.
10 "	6 1/2 dis.
50 cent sub. coins	25 1/2 dis.
Gold leaf	\$46.25

POST OFFICE NOTICES.

Telegraphic Communication with Wagon Light-house is interrupted.

From	Per	Due.
Europe via Negapatam (Letters only)	Lake Gitanoo	1st June
London 22nd May	Boothow	21st
Shanghai via Negapatam (Papers only)	Formosa	22nd
London 22nd May	President Grant	22nd
U.S.A., Canada Japan & Shanghai	Chanilly	22nd
Shanghai	Portico	22nd
Singapore	Juliang	22nd
Shanghai	President Grant	22nd
U.S.A., Japan & Shanghai	Empress of Asia	22nd
Canada, U.S.A., Japan & Shanghai	Kut	22nd
Australia & Manila	Sashbrackes	1st July
Straits		

OUTWARD MAILS.

For	Per	Date.
Hankow & Bangkok	Chunpang	Sun. 22nd 8.30 a.m.
Amoy	Kwaiyang	Sun. 22nd 9 a.m.
Shanghai & Japan	Portico	Sun. 22nd 9 a.m.
Singapore, Amoy & Formosa	Makutsu M.	Sun. 22nd 9 a.m.
Java via Batavia	Tillings	Sun. 22nd 9 a.m.
Japan, Canada, U.S.A., & S.		Partels 21st 5 p.m.
America & Europe via Victoria	Achilles	Sun. 22nd 9 a.m.
B.C.	Legation	Sun. 22nd 9 a.m.

CHURCH NOTICES.

A Charge of one Dollar is made for Notices under this heading.
St. John's Cathedral, Hongkong.
1st Sunday after Trinity, 22nd June, 1924; Holy Communion, 8.00 a.m.; Matins and Sermon.
11 a.m.; Intercession for the Sick, 12 noon; Evensong and Sermon, 6 p.m.
First Church of Christ, Scientist, Macdonnell Road, below Bowen Road, Tram Station, Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday morning 10 to 12.

AMUSEMENTS

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Topical Budget No. 662

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THE STAR



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VEILING OF THE PHOTO OF THE LATE
GOVERNOR R. G. MACDONELL

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